VOL. CCXVI, No. 2821
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THE SPHERE
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MARCH 6, 1954

# The SPHERE

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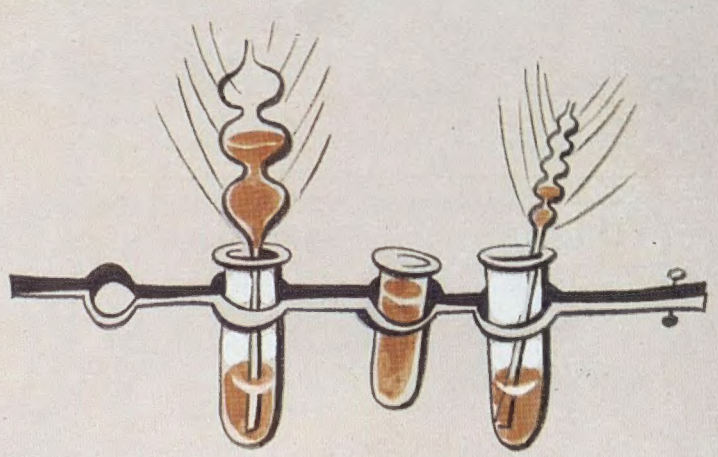
# The Schweppshire Way of Life

## *1. THE DAILY BREAD*

First, then, our bread*—chief pride and focal point of Schweppshire's way of living. There are still a handful who have survived from the lethal days when bread was just flour, simply baked. When the old ovens were demolished, workers specially trained in loafcraft were selected from Economics students who were rowing men and had taken a First in Botany. Their duty is to impurify the unnatural ingredients. A special centrifuge separates the husks without direct human agency; these are later put back by hand as husks. The original sand mixed with particles of old buried tins adhering to the wheat root is *flung* at the simmering dough. It is not generally realised that each year a typical man eats a lump of coke the size of a 5-yen piece. The essential bread residue reaches the consumer already shaped by the anatomy group, who drive to work in sterile vans, and wrap the bread in containers stored permanently at boiling point, and covered in cellophane from the deep freeze. To add savour, many slice the bread with a rusty kitchen knife kept specially for cutting up onions. The bread is brown because white bread contains no vitamin $F_{16}$. It is interesting that brown bread contains none either.



* *Or, as we prefer to call it in Basic Schweppshish, "stuff in me put". ("Bread" belongs to our cumbersome older vocabulary, now reduced to 17 words, all tremendously short.)*

*Written by Stephen Potter, designed by Lewitt-Him.*

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*These South African people certainly keep on improving their wines—especially their sherry. It's a credit to them.*

That's what comes of selecting and maturing and waiting and keeping on doing that, and the longer it goes on the better the quality becomes.

*I must say this is one of the finest Sherries I've ever tasted.*

Well, keep on drinking the best South African Sherries and you will find the quality will astonish you."

SOUTH AFRICAN WINE FARMERS ASSOCIATION
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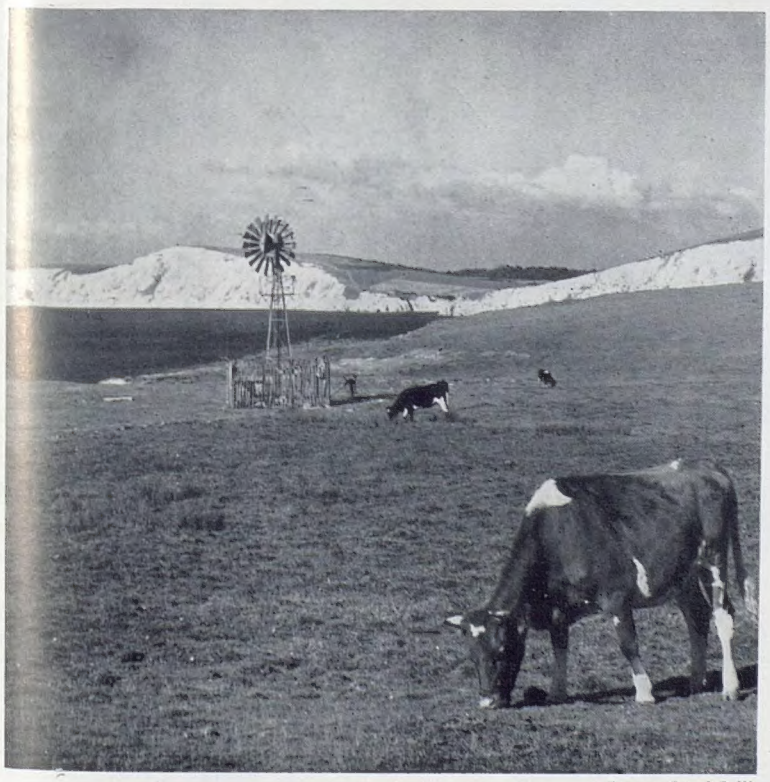

*Compton Bay, I.O.W.*

## CHALK AND CHEESE

Cattle-grazed downs and white cliffs are unmistakably part of the South Coast; and though progress makes additions to the scene it cannot disguise the enduring qualities of the British countryside. Progress, too, has made Barclays one of Britain's largest and most modern banks; but by means of its system of Local Head Offices throughout the country the Bank retains the personal touch of former days. Local interests are kept very much at heart, and this undoubtedly contributes much to the friendly relations the staff of each branch enjoys with its customers.

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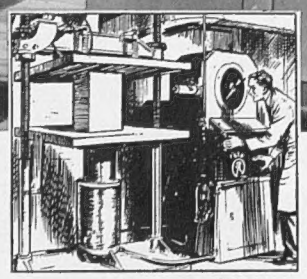

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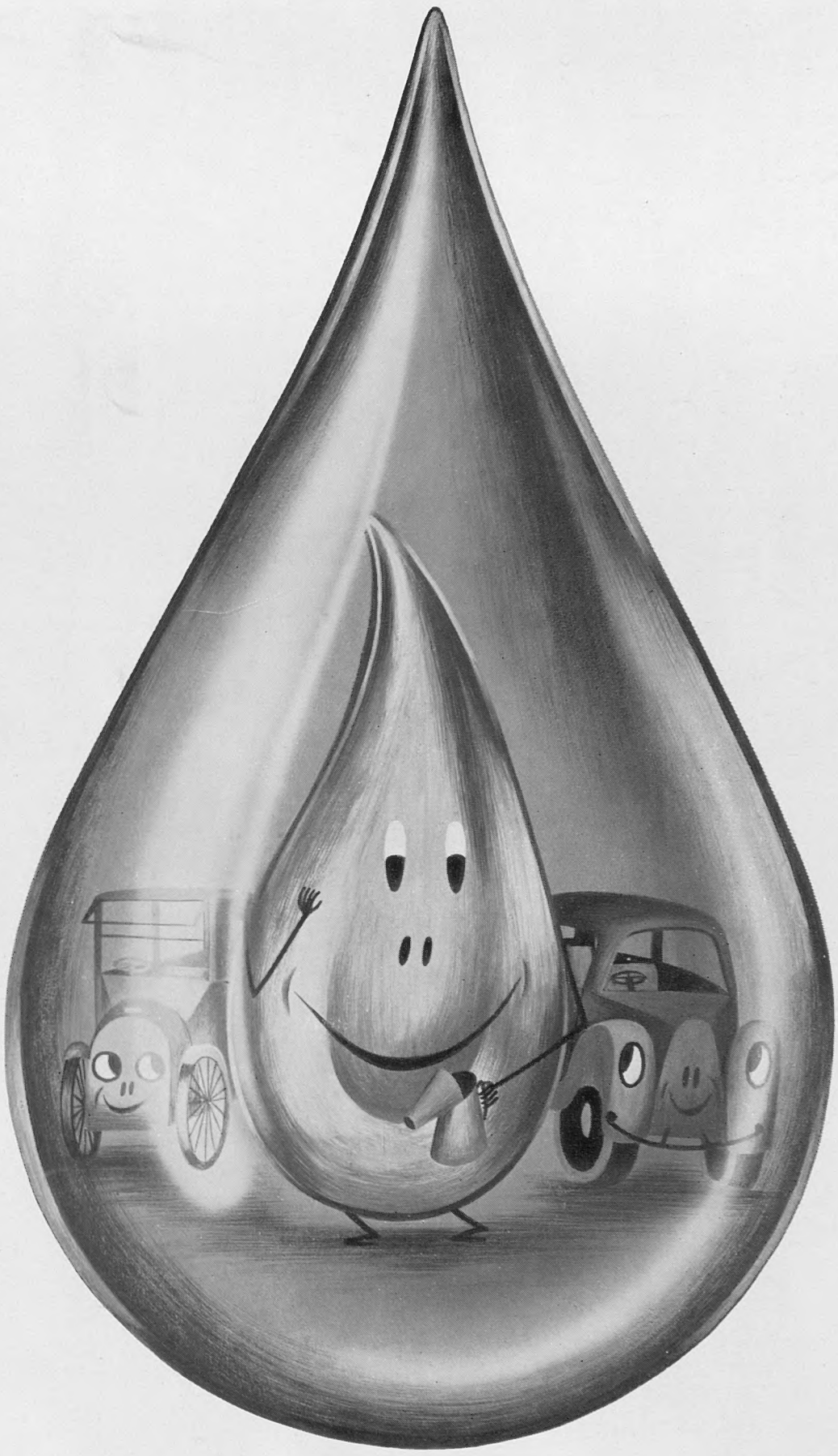

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The Swiss watch craftsman is proud of his work. If you choose a good Swiss jewelled-lever watch, and choose it at your jeweller's, you will share his pride.

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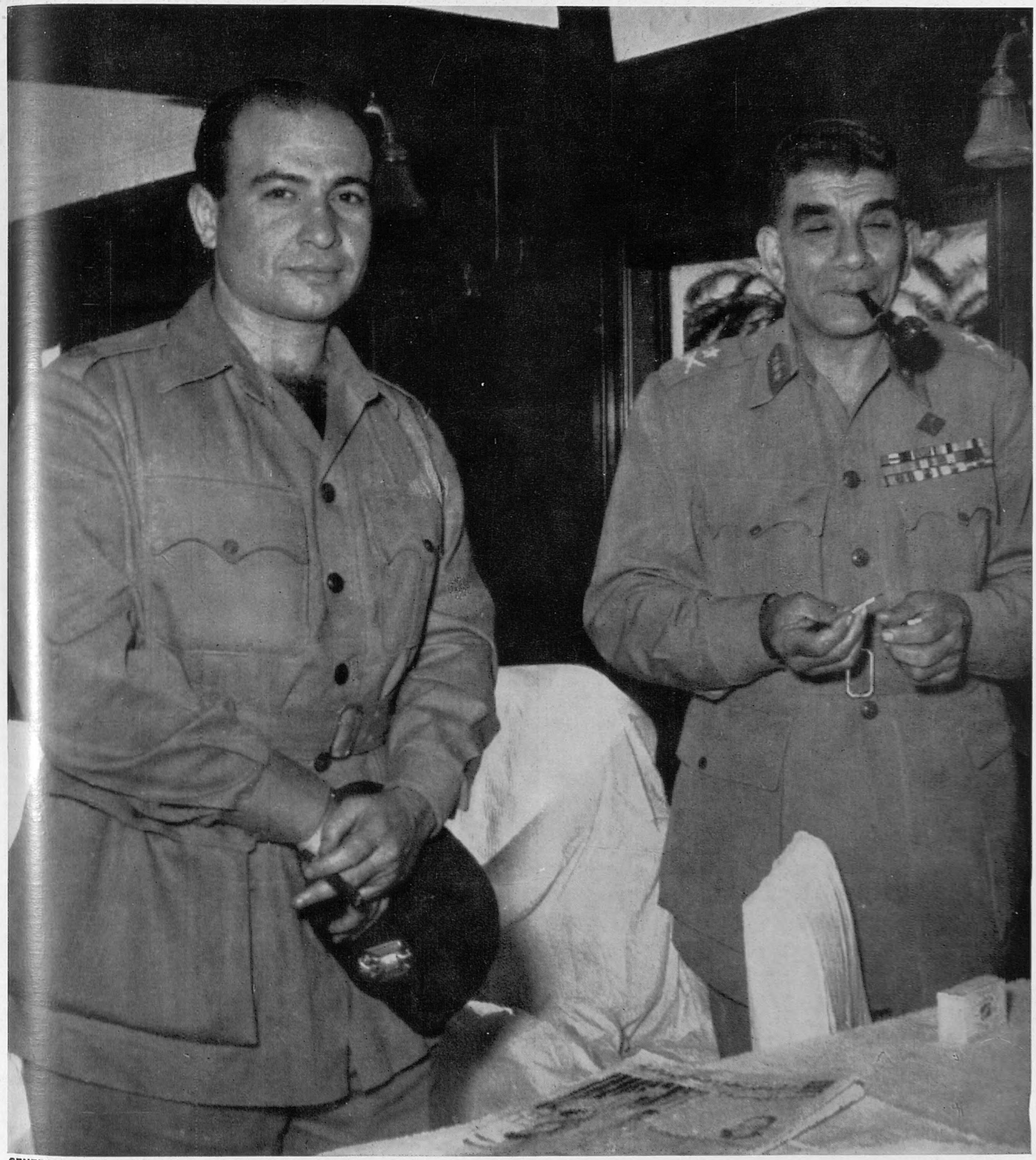
*The* WATCHMAKERS OF SWITZERLAND

Volume CCXVI No. 2821

The SPHERE, London, March 6, 1954

# The SPHERE

with which is incorporated THE GRAPHIC



**GENERAL NEGUIB MAKES A QUICK COME-BACK—THE EGYPTIAN PRESIDENT WITH THE OFFICER WHO HELPED TO RESTORE HIM TO OFFICE: Pipe in mouth, General Mohammed Neguib is seen smiling happily in Cairo after being restored to the office of President of Egypt within forty-eight hours of being deposed. With him is Major Khaled Mohieddin, a member of the Revolutionary Council and leader of the cavalry officers who demanded the General's return to office.**

For forty-eight hours Cairo witnessed a fantastic display of power politics and personal intrigue seldom equalled even in the Middle East. After the dramatic announcement of the resignation of General Neguib from all his offices, Lieut.-Colonel Nasser, for long regarded as the power in the Egyptian Revolutionary Council, assumed the office of Prime Minister. In what was essentially a dispute among the military rulers of Egypt, Colonel Nasser soon realised that a considerable section of the Army, notably the cavalry officers in Cairo, were still supporting the deposed General. Major Khaled Mohieddin, a member of the Revolutionary Council, became leader of these officers and secretly invited the General to return to office. The General accepted, and Major Mohieddin went to Colonel Nasser to place before him his demands. He was promptly arrested along with the other recalcitrant officers, but evidently the new rulers soon thought better of their decision, and released the Major. For eight hours Major Mohieddin acted as an intermediary between Colonel Nasser and General Neguib; finally the General agreed to resume the office of President under certain conditions Colonel Nasser remained Premier, but General Neguib had made a come-back in record time. (Further pictures will be found on pages 328–29.)

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## FROM "THE SPHERE" OF 50 YEARS AGO

**A LEAVE-TAKING DURING THE RUSSO-JAPANESE WAR: Russian soldiers are seen about to depart for the front in Manchuria. At that time the Russians were mobilising men of up to forty and bands were parading in provincial towns in order to whip up a bit of enthusiasm. The chief problem was transporting men to the Far Eastern front: only seven trains a day could then be sent along the single-track Trans-Siberian Railway. The land lines of communication were 4,000 miles long and it was calculated that an army corps of 25,000 men, with 144 guns, would require 112 trains, thus taking sixteen days just to entrain.**

### NOTICE TO CONTRIBUTORS

**Drawings.**—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

**Photography.**—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

**Manuscripts.**—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

## THE STORY OF THE ORIENT LINE

*By JOHN MAY.*

# A London Newsletter

195–198, STRAND, W.C.2.

**Mau Mau in Russian Eyes.**—*Trud,* Soviet Trade Union newspaper, gave its readers recently a very pretty picture of Mau Mau activity and imperialistic counter-measures. "Tens of thousands killed, tortured and mutilated people, rivers of blood, a sea of tears—this is the price the native populations of Kenya have already paid, only because they ardently desire freedom and recognition of their human rights." Certain faults of exaggeration are usually allowed to propaganda writers, though they need to ensure that their exaggerations have no "boomerang" qualities. Freedom and the recognition of human rights are dangerous cards for Soviet propagandists to play, and General Erskine's figures of casualties inflicted on the Mau Mau murderers, though rising, are short of "tens of thousands." But in Russia, perhaps even more than in England, "I saw it in the papers" is a confession of faith in the Gospel of truth, and no doubt the propagandist did his stuff. The fabric of the Iron Curtain has been forged by such men and shows no signs of wear. But, if some of the Russian peoples or their satellites "ardently desired freedom and recognition of human rights," the Kremlin would be shocked if they adopted Mau Mau methods of securing that freedom, and might be led to imitate some of General Erskine's counter-measures. There are no qualities so necessary for success to a propagandist as a short memory and cast-iron self-righteousness. I am, therefore, sorry Mr. Lyttelton decided to "bowdlerise" the Mau Mau oaths in the M.P.s' Report, on the score of their filth and obscenity. Probably someone in Russia has a glance through our papers, White Papers and official reports.

**Report by Six Members.**—I have to admit with the most sincere humility that the ways of Ministers and of the Commons are still little understood by me. In the problem of Kenya, the House sends out six of its Members, good men and true, chosen from both sides, on a fact-finding tour of a few weeks. They work hard, receive every facility available in so short a time, and come back with a unanimous report on all aspects—and that report is exceptionally grave, indicating important failures and weaknesses in many spheres in Kenya. The Mau Mau problem even now is hardly scotched, nowhere near being killed. The report, of course, scouts the Russian idea that it is a movement for "liberation." It is an obscene murder organisation based on disgusting superstitions. But though not based on native grievances, it exploits those which reasonably exist, and the Kenya Government and the Home Government have not made their policy as regards Mau Mau and as regards removing reasonable grievances sufficiently clear even now. Nor are the loyal Kikuyu yet assured of sufficient protection, while serious charges have been made against the Kenya Police in recent months. My own puzzles about this fact-finding tour are simple, and perhaps reveal mere ignorance. Does the Governor dissent from the facts found? If he does not, why was fact-finding necessary? Is not the Government on the spot charged with the duty of giving every known fact to the Government at home? And does not Parliament exist to hear and debate those facts, revealed to it by the Ministers concerned or by the Premier? If the Governor dissents from them, which view is likely to be accepted by the Ministers, that of the man on the spot or that of the Members who collected facts during a brief visit? However it may be, the ways of Central and Colonial Governments and of the Commons are still left very poorly lit—for me.

**The Price of Coal and Government.**—I am relieved to know there was no connection between the smashing in of Sir Winston's waxwork head at Tussaud's and the coming rise in the prices of household coal and tea. The statistics assure us that the cost of living is pegged; and if statistics err, it is not Sir Winston's fault. The miners must be paid an adequate wage, the railways must not run at too heavy a loss, and since the public dare not freeze, the public must pay cheerfully for their coal and cup of tea. And pay we do, and now it is with almost excitement and proud anticipation that I look forward to paying £10 a ton for the special fuels which alone will keep alight in my two surviving little coal-burning stoves. I have long since paid £9 odd, and double figures will be tidier. I don't wish to bash in the Premier's head or any other Minister's head. I accept it that they are powerless to put the world right. Economies rule the world, politics are the recreation of the privileged few. And as for a head on a charger, the charger is riderless and uncurbed, and it's "heads you win, tails I lose." We voted by a majority for nationalising mines and railways and they are nationalised beyond our control. There is no point in sticking a pin in your waxen man, Sister Helen. He cuts no ice with our bleak economy. The vicious circle will not be squared by any magic circle. We must grin and bear it, pay and look pleasant.

**M.P.s and Their Pay.**—Mr. Marlowe, Conservative M.P., "had something" in the wording of his motion of disapproval of any increase in pay for Members. He said it would be unjust to fix the salaries of M.P.s at 375 per cent. above the 1919 level while leaving the retired pay of officers of the Armed Forces at 9½ per cent. below the 1919 level. On the face of it, it would be unjust. In the present state and temper of industry, and in the struggle to live in bare decency by so large a number of worthy citizens, active or retired, it would indeed seem worse than a crime. It would be a blunder. I have not the least doubt that many good M.P.s find it hard to live in reasonable comfort. I have every sympathy with a practical scheme to ease the plight of those who can show good cause. What sticks in my throat is the plan to give every Member a basic £1,500 a year without any means test, and a pension after a brief career. Many of them are rich men, many still earn big fees and salaries outside Parliament, which is admirable if they can afford the time. Many are enabled to do so through the magic of the letters M.P. after their names. The House is for ever urging on the workers the vital need to restrain demands for wage increases in the nation's dire straits. In the face of those wisecracks and moral saws, will the House *dare* to vote itself a 50 per cent. increase? How many of the rich men in Parliament to-day refuse to take their £1,000? There were a few once who did so. They grow small by degrees and beautifully less. It is human nature (new style). They are worn out in our service, they say. But to-day their service seems less effective and prompt than it was. A noise in the Press seems to right our wrongs quite as quickly and more thoroughly than ventilation in Parliament. The people's forum has lost some of its panache.

## LORD BRABAZON PRESENTS FLYING AWARDS

**ROYAL AERO CLUB HONOURS FLIERS: In a ceremony in the club premises in Piccadilly, Lord Brabazon presented awards for some of the best flying performances in 1953. Gold medals were awarded to Squadron-Leader Neville Duke for breaking the world speed record in a Hawker Hunter last September 7, and to Wing-Commander W. F. Gibbs for breaking the altitude record in a Canberra last May. Lieut.-Commander Michael Lithgow was awarded the de Havilland Trophy for breaking Duke's speed record on September 25 in a Supermarine Swift. Seen, left to right, are: Duke, Lord Brabazon, Gibbs and Lithgow.**

**Stamp Collecting.**—Prince Farouk's stamp collection was knocked down in record time for the satisfactory figure of £138,000. This is, I believe, not a record for a stamp collection, even a Royal collection; and kings have advantages over private collectors in being able to enlist the services of postmasters all over their dominions. Thus, unless the Courts of Civilisation come to his aid, Farouk will ruefully quote: "*Sic vos, non vobis, mellificatis, apes.*" All tastes are said to be good, all hobbies and collections have their fanatical adherents and printed journals. The collecting of stamps is one of the hobbies I could never interest myself in, especially since many of the rarest owe their value to imperfections or errors. I had to admit my own inability adequately to cover this hobby of King George V when writing his personal memoir in 1940. But the thrills and absorption he derived

from his stamp collection were patent and made clear in his diaries. Next to shooting, it was his greatest solace; in wartime his only solace; and I fancy his collection exceeded Farouk's in value and interest. I have known people absorbed in collecting walking-sticks, match-boxes, fire insurance brasses, railway tickets and labels, rare glass, pictures, first editions and fine editions, and all were happy fanatics and human magpies. But austerity reduces cupboard space and hoarding must be on the decline. Stamps to-day are not ruled out on the score of space.

**Still Young at Eighty.**—There are a few men of note in every generation who retain their mental faculties undimmed into extreme old age—such men as Gladstone, Bertrand Russell, Masefield, as examples. Fewer still who retain the zest of youth with the wisdom of eld, such as Sir Winston. One or two who appear to retain the physical vigour of youth with youth's zest and eld's experience. In this rare category one must rank Sir Harry Brittain. In a "letter from America," dated from Tacoma, Wash., he sends me details of his latest grand tour, gruelling programme and fifty-eighth crossing of the Atlantic. The day after his eightieth birthday, on Christmas Day 1953, he started to travel, to talk, to eat his way over a 16,000-mile tour of those United States. There were luncheons, dinners, receptions, with speech-making all day long; the Pilgrims and the English Speaking Union spread their tables and spoke their speeches with the abundance that only Americans can compass and only supermen survive. There were Press, Radio and TV interviews galore, and a "flotilla" of functions in New York to wind up before the fifty-ninth crossing in the good ship *United States* brought the octogenarian ambassador home. I have always maintained that success in public life owes more to physical robustness than to any other cause, chance included. There are "men, women and Herveys," "blacks, whites and Royalties," Britons and Britons. But surely there is only one Brittain. How many men alive could live to eighty on a half-century of non-stop banquets and dinner oratory and still retain a zest and keen appetite for more?

**Bowdler.**—Moral rearmament is in the air, and I regret that another engagement will prevent my attending the new Bowdler Society's ceremony beside the grave of the late Bowdler in Oystermouth, Swansea, on July 11. The Society, now forming, intends to lay a wreath of fig leaves on the grave of the man who found Shakespeare not only sad, but dirty, stuff. Certainly Bowdler should have been living at this day. England (and America) has need of him. His hands would be full. Mr. Guy Ramsey has said so. So has Mr. Brindley. So, indeed, have I. I hope the Guide-books on Wales will mark the Bowdler memorial with *three stars*. Too many writers since the war have for art's sake given those "airy nothings a local habitation and a name," and I cannot think that our literature has gained in glory for taking on the appearance of a wall of a public convenience frequented by nasty-minded urchins. Gibbon, after all, did his worst in Latin, which was not a vulgar tongue even in his day. But the best-sellers, the "men of genius" in contemporary opinion, have despised Bowdler, debunked the Victorians and, with Shakespeare as the trump card, done pretty well out of it, and made a very pretty public convenience of a section of our literature. It has been a quick turn-over, too. When I was young, the worst printed oath was "confusion!" We put a dash for "damn." And Eliza Doolittle fluttered the dovecots with her six-letter word "only the other day." I sometimes wonder whether, if a new Bowdler bowdlerised our modern realist star-writers, there would remain enough vestiges of genius to justify reprints. For my part, I have never given a —— for them, or for that matter a ******.

**Two Centenaries.**—There can be no more typically English institutions which this year celebrate centenaries than Sherlock Holmes and the Boat Race. A fictional character, I suppose, usually has a literary rather than a physical centenary. Holmes' creator takes his centenary benefit five years hence. Doyle's first Holmes book, *Study in Scarlet*, was published in 1887. I presume "internal evidence" has supplied literary sleuths with evidence that Holmes (so much more real and strange than fiction) was born with an outsize brain in 1854. That would make him thirty-three when he solved the scarlet problem. Oddly enough, we still know more of the nature of Holmes than of Doyle. Many men have biographied Doyle, but none has yet solved for me the final problem—the existence (or not) of a sense of humour. Did he himself laugh *at* Dr. Watson? Did he intend us to revel in the absurdities of some of Watson's utterances? We know Doyle had a sense of fun. But of humour? As for the Boat Race centenary, there is no mystery about the mathematics which worked this out, elaborately. The first annual tideway race was, I think, in 1856. There were a few much earlier fixtures at Henley and elsewhere, and there were war year races for adjustment, plus or minus. The Boat Race institution is in some sort related in my mind with the Holmes institution. The rowing-man is not typically a Sherlock, but he possesses the noblest qualities of Watson, his stoicism, his sense of duty, his simplicity, his loyalty, his uncomplaining courage, his willingness at all times to "oblige," even in seasons of discomfort and foul weather when lesser men would prefer the "couch" by the Baker Street fireside. These fine centenaries certainly deserve to be called stoic centenaries. For the highest form of stoicism is required by a man who serves a Sherlock or a row-lock.

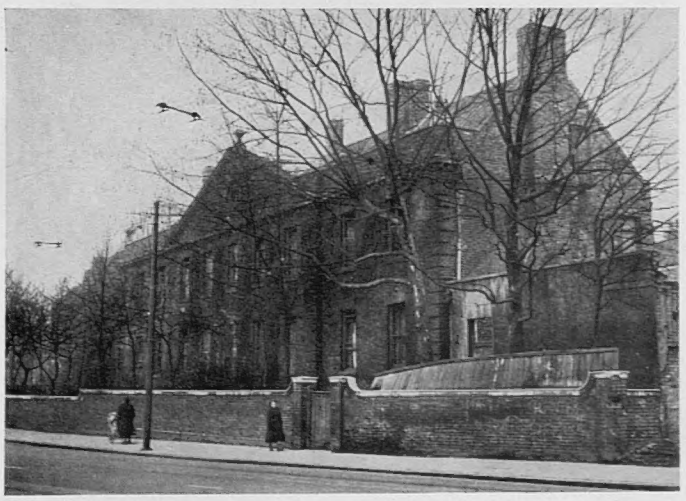
THE OLD STAGER

## HACKNEY'S TUDOR MANSION TO BE DEMOLISHED?

**A REAR VIEW OF THE SADLY-DILAPIDATED BROOKE HOUSE IN HACKNEY: This once-elegant Tudor mansion, now owned by the L.C.C. education authorities, is threatened with complete demolition. Before it was bombed during the war it was in a good state of repair, but has now suffered additionally from lead thieves, who lit fires in the building, and from children using it to play in. *Below*—The house seen from the front.**

Hackney was once a fashionable suburb, noted for its young ladies' schools, and Brooke House was one of its most illustrious homes. It is yet another of the houses where the first Queen Elizabeth slept: when she held her Court at Hackney in 1587 she stayed there. It was then a Royal dower house. In its long list of illustrious residents are Lord Hunsdon, who rebuilt it, and who was Lord Chamberlain when Shakespeare's company of actors were touring the country as "the Chamberlain's men"; later it was the residence, until his death in 1604, of the Lord Great Chamberlain, Edward de Vere, seventeenth Earl of Oxford. It gets its name from Fulke Greville, Lord Brooke, who died in 1628. Later in its career it was a private mental home.

Shortly after the end of the war it was announced that Brooke House was to be preserved and restored when conditions allowed it. But, on top of the bomb damage, lead thieves broke in and lit fires in it, and children using it as a playground have done yet more damage. There is still much, however, that is worth preserving, such as the beautiful Hunsdon ceiling, which has been propped up and sandbagged for protection.



## THE FIRST CITY OF LONDON WARD SERVICE

**A NEW ROLE FOR THE CHURCH OF ST. DUNSTAN-IN-THE-WEST: This church in Fleet Street is one of the newly-created "Guild Churches" which no longer have a parish attached but are intended to serve mainly the daytime population of the City. At the first Ward Service, that of Farringdon Without, Alderman F. A. Hoare, a member of the famous banking family, read the Lesson. The Hoare family have been connected with St. Dunstan's for well over three centuries. The rector, Prebendary A. J. MacDonald, is seen conducting the service.**

# THE EXTRAORDINARY 48 HOURS IN THE LIFE OF GENERAL NEGUIB

*Scenes in Cairo in the Period Between the Egyptian President's Resignation and Restoration to Office*

**RESIGNATION : General Neguib signing his resignation in Cairo after the Revolutionary Council had decided to dispense with his services. The General resigned all his offices, including that of President, and Lieut.-Colonel Nasser assumed the office of Prime Minister.**

It may be some time before the exact circumstances of General Neguib's resignation as President of Egypt, and his subsequent "re-election," are fully known. What has emerged is that a group of eleven young officers, members of the Revolutionary Council which has held power since Egypt was declared a Republic, tried to wrest the initiative of government from General Neguib, and failed. The General, who held both the Presidency and the Premiership, was no doubt exercising a greater influence in the deliberations of the Council than the officers were prepared to grant. Lieut.-Colonel Nasser, who had always been recognised as a powerful personality in the Government, demanded that the President should go, or the eleven officers would resign. General Neguib chose to retire, and for a day it seemed that Lieut.-Colonel Nasser had won. But he had probably under-estimated the immense popularity of the General in Egypt and in the Sudan. Furthermore, the eleven officers found that they could not count on the whole of the Army for support, especially the cavalry, who, after all, had the tanks. When it became clear that the young officers had over-reached themselves, they prudently persuaded General Neguib to return to office. Ostensibly the General has returned to office with curtailed powers, for Lieut -Colonel Nasser remains Prime Minister. In fact, however, the eleven young officers have become discredited in their attempt to seize power.

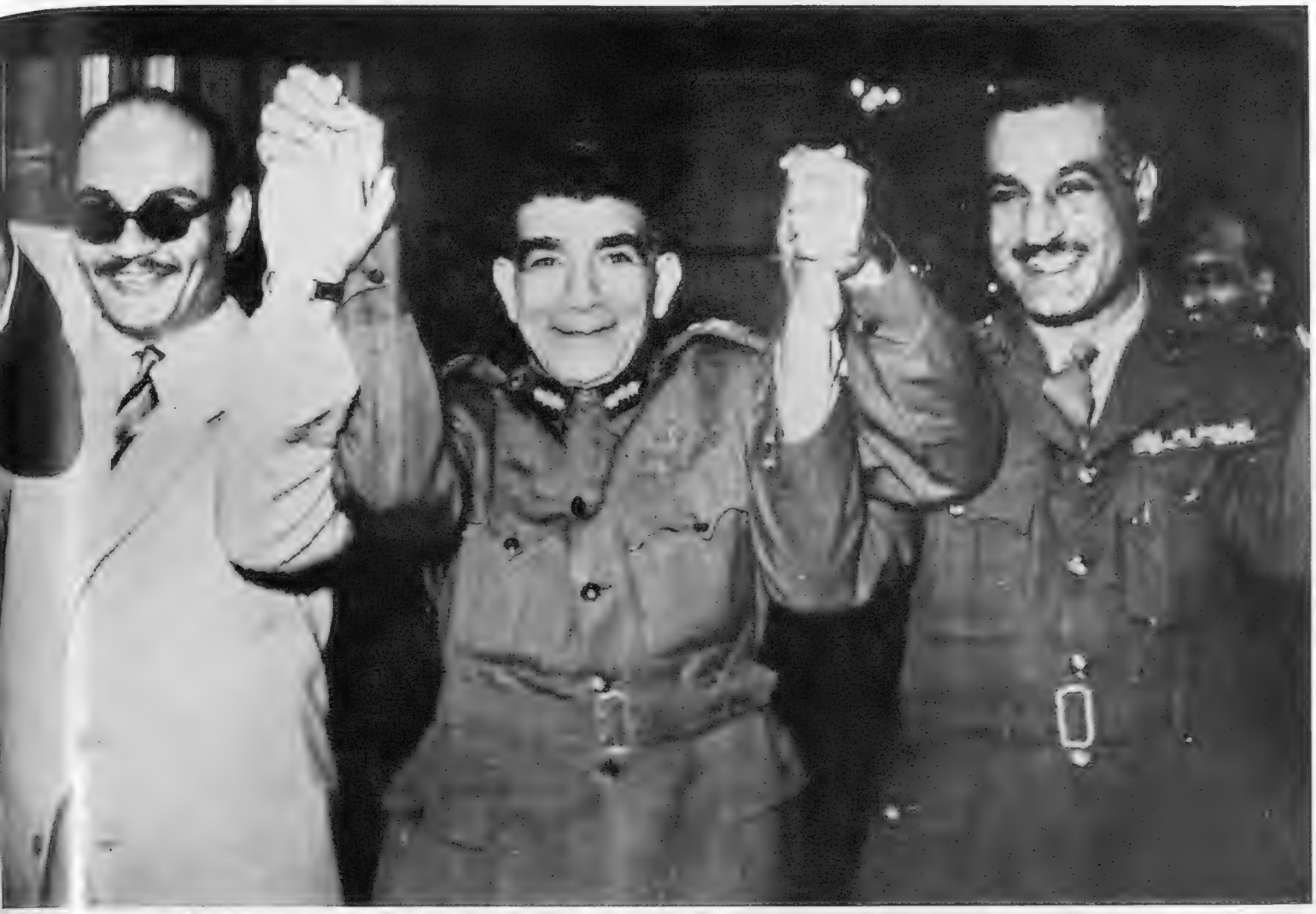
**EXPLANATION : Major Salah Salem, the Minister of National Guidance, doing some fast talking to journalists in Cairo to explain the resignation of General Neguib and the actions of the Revolutionary Council. The "Dancing Major" did not mince his words, and blandly announced to the world that the Council could have shot General Neguib if they had wished. On General Neguib's return to power, Major Salem had some explanation to do on his own account.**

**RESTORATION : Soldiers and civilians rushing to greet General Neguib in Cairo after he had re-assumed the office of President within forty-eight hours of being deposed by Lieut.-Colonel Abdel Nasser.**

**THE NERVE-CENTRE OF THE EGYPTIAN CRISIS : The General Headquarters of the Egyptian Army at Koubbeh, which was heavily guarded as the forty-eight-hour crisis reached its climax. Soldiers and anti-tank guns were held in readiness in case of demonstrations.**

**A HUG FROM A SUDANESE : A Sudanese embracing General Neguib after he had been restored to office. It was from the Sudan that considerable disaffection followed the announcement of the General's resignation.**

**CHEERS FOR THE GENERAL : Crowds demonstrating for General Neguib outside the villa where he had been detained following his resignation. When he was reinstated in office he appeared at a window in his dressing gown acknowledging the cheers of the demonstrators. The General's popularity in Cairo remained almost unimpaired after his temporary disgrace, and there were demonstrations in his favour even before the announcement of his restoration to office. In the Sudan there was considerable alarm when General Neguib was deposed.**



SHOULD AU[illegible] ACQUAINTANCE BE FORGOT? A public display of unity after General Neguib had once again assumed the office of President. From left are seen Major Salah Salem, Genera[illegible]eguib and Lieut.-Colonel Abdel Nasser. General Neguib has declared that no one will suffer for his part in the events which led up to and followed his resigna[illegible]n. "Allah loves those who can forgive." Lieut.-Colonel Nasser remained as Prime Minister, and Major Salem accompanied General Neguib on his visit to the Sudan.

SOME OF THE WILDLY ENTHUSIASTIC DEMONSTRATIONS WHICH ENDED IN BLOODSHED: Crowds rushing to the Presidential Palace in Cairo to cheer General Neguib on his return to office. Police and troops, who had been patrolling the streets of Cairo for many hours, fired on demonstrators at three different points. Eight students were killed and more than twenty were wounded near the university, while at Kasr-el-Nil one demonstrator and a police officer were killed, and fifteen persons were wounded.

# AFRICA, EUROPE AND AMERICA

*A Pictorial Survey of Recent Events on the Three Continents*

**THE SULTAN OF MOROCCO BEGINS A TOUR OF HIS COUNTRY : Sidi Mohammed ben Moulay Arafa descending from his train on arrival in Casablanca. The Sultan had arrived from Rabat on the first stage of a fifteen-day tour of Southern Morocco, which he is visiting for the first time since assuming office.**

**A DRIVE THROUGH THE STREETS OF CASABLANCA : Preceded by a carload of French officials, the Sultan of Morocco, in the second car, is seen escorted by horsemen of his personal Red Guard. In Casablanca the Sultan granted several audiences, first receiving General Guillaume, the French Resident-General. The Sultan is also making formal visits to the towns of Marrakesh, Taroudant and Agadir. In Marrakesh an attempt was recently made on the life of the Pasha, El Glaoui, who is often regarded as the power behind the Sultan.** In Casablanca the Sultan was greeted by members of the Diplomatic Corps, but a notable absentee at the reception was the Spanish Consul due to illness. When a large number of Moroccan notables in Spanish Morocco declared last January that they would not recognise the present Sultan while Sidi Mohammed ben Yussef, whom he succeeded, remained in exile, there was considerable ill-feeling between France and Spain. The declaration seems, however, to have had little effect in French Morocco, and relations between the two countries administering Morocco have become less strained of recent weeks.

**THE FORMER S.S. OFFICERS WHOSE TRIAL IN PARIS COLLAPSED SUDDENLY : *On left*—Karl Oberg, a former S.S. General, receiving a paper from one of his counsel, M. Catriot, at the military court in Paris. *Above, on right*—Helmut Knochen, a former colonel and assistant to Oberg, who was accused with him of responsibility for the execution of 1,000 hostages and the deportation of 200,000 Frenchmen to German concentration camps.** After the trial had gone on for three days, the presiding judge classified the accused as war criminals. At this the prosecuting counsel said that the court could not call the accused war criminals at the beginning of a trial which was to decide precisely that issue. He therefore asked for the proceedings to be called a mis-trial, and they were adjourned indefinitely. Both the accused were sentenced to death by court martial in 1946 for responsibility in executing R.A.F. pilots held as prisoners-of-war.

**A WEEK-END IN PARIS FOR LONDON'S LORD MAYOR : Sir Noel Bowater studying the menu with, left, M. Cambaceres, of the Paris Municipal Council, during a luncheon for the Lord Mayor at the Hotel de Ville. On Sir Noel's left hand is Madame Nicole de Hautecloque, Secretary of the Paris Municipal Council, and with her Lady Bowater.** The Lord Mayor of London, who was accompanied by the Lady Mayoress and Sheriffs and Aldermen of the City, was on a three-day official visit to the French capital.

**AT THE OPENING OF KENYA'S NEW PARLIAMENT BUILDINGS : The Sultan of Zanzibar shaking hands with General Sir George Erskine, Commander-in-Chief East Africa, when he arrived for the ceremony at Nairobi. The Sultan was one of the chief guests when the new Parliament buildings were opened in the Legislative Council Chamber by Sir Evelyn Baring, the Governor.** There were also present delegations from the Parliaments and Legislatures of the United Kingdom and of South, Central and East Africa. The new building is based on the House of Commons at Westminster. There is a tall tower with a large clock, the chimes of which resemble those of Big Ben. Much of the decorative carving work inside the new chamber was done by the same British craftsmen who were responsible for the carving in the present House of Commons.

**AN ANTI-COMMUNIST FLYING SQUAD OF ITALIAN FRIARS: An elderly borrowed motor car, fitted with loudspeakers, being pushed into action at Bologna. Some twenty young priests have acquired a number of vehicles with which they can race into action against Communist tub-thumpers in the industrial areas of Northern Italy. With this vehicle they can hurry to any street corner in and around Bologna and contradict a Communist orator. They also have three small station wagons and a number of motor scooters. The motor scooters can take the friars quickly to smaller meetings where loudspeakers are not considered necessary. The group is sponsored by the Archbishop of Bologna, Cardinal Lercaro. Its leader is Father Tommaso Toschi, a Franciscan who was a parish priest near Bologna.**

**THE FINNISH TRAWLER WITH A FASCINATING CARGO: Ice-bound in the harbour of Brunsbüttel, in Holstein, Germany, this 36-ft. cutter is the object of considerable international curiosity. Swedish, Danish, Norwegian and Finnish customs ships have been searching for the *Ari* with its three-man crew for some time.** They think there may be 2,640 gallons of contraband alcohol aboard, and that the crew will try to make for an unnamed Swedish port. Meanwhile, the *Ari* remains securely in the German harbour. For Germany did not sign the Helsingfors Customs Agreement, and is therefore powerless to seize the vessel or her cargo.

*On right*—

**KIDNAPPED GREEK CHILDREN ON THEIR WAY HOME: Two young children in the railway carriage on their way home to Greece after spending nearly six years in captivity in Hungary. They were among the 1,272 Greek citizens who were repatriated; they had been forced by Greek Communists to leave their villages during the civil war in 1948.**

**THE NEW GOVERNOR OF CYPRUS ARRIVES TO TAKE UP HIS APPOINTMENT: Mr. Robert Percevall Armitage at Nicosia Airport, where he arrived with his wife to take up his appointment as Governor and Commander-in-Chief of Cyprus.** Mr. Armitage, who is forty-seven, succeeds Sir Andrew Wright. He became an Under-Secretary at the Gold Coast in 1948, and for five years was responsible for finance there. Mr. Armitage arrives in Cyprus at a time when Enosis (union with Greece) is becoming a most vital issue. The Greek Government may bring the question before the United Nations unless Britain agrees to direct negotiations by September.

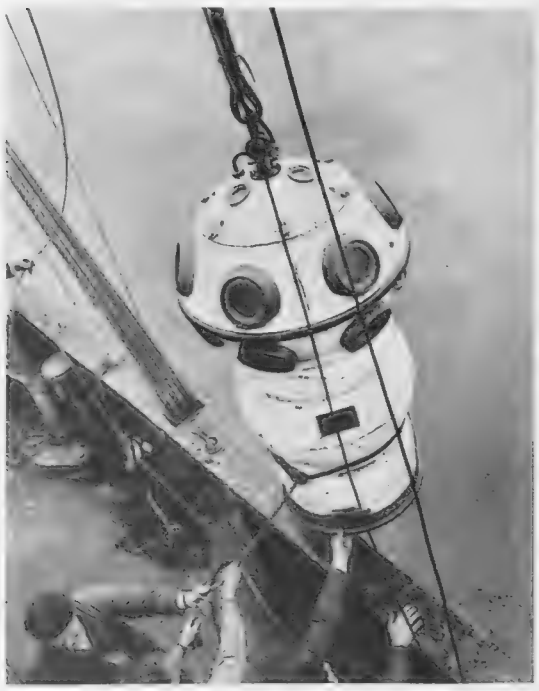
**ANOTHER TRIUMPH FOR SENATOR McCARTHY—FIGURES IN THE ARMY CONTROVERSY: *On left*—Mr. Robert Stevens, right, Secretary of the Army, who had denounced Senator Joseph McCarthy's Red-hunting activities in the United States Army, but who later agreed to make Army officers available to testify to the Senator's Sub-Committee on Investigations. On left is Dr. Milton Eisenhower, brother of the President. *Above, on right*—Brigadier-General Ralph W. Zwicker, who appeared before the McCarthy Sub-Committee to give evidence on the promotion and honourable discharge of a major under his command, who was alleged to have been a Communist.**

Senator McCarthy scored a considerable triumph when he turned his attention to Communists in the United States Army. When Brigadier-General Zwicker went before the Senator's Sub-Committee on Investigations, he was put through a gruelling interrogation during which the Senator was not above making a number of slighting and contemptuous remarks about the General. When Mr. Stevens, Secretary of the Army, denied some of Senator McCarthy's allegations, and at the same time protested vigorously against the Committee's methods in questioning Army officers, it seemed that the Administration would at last stand up to the Senator. Indeed, a "show-down" with all the publicity trappings was widely heralded. The day before it was due to take place, however, Mr. Stevens and the Senator went into conference. At the end of two hours they emerged with a statement to the effect that Mr. Stevens had agreed that any officer whom the Sub-Committee might wish to interrogate would be at its disposal. No amount of quibbling on this statement later could hide the fact that Senator McCarthy must have convinced the Secretary of the Army during those two hours that it would be imprudent for the Administration to thwart his Committee's activities. It was unfortunate that at the time President Eisenhower was on vacation in California.

**POLICE PROTECTION FOR A "GOOD CITIZEN": Senator Joseph McCarthy leaving a railway station in Philadelphia guarded by policemen. The Senator was in Philadelphia to receive the annual good citizenship medal of the local chapter of the Sons of the American Revolution. But anonymous threats on the Senator's life resulted in close police protection during Mr. McCarthy's stay in the City of Brotherly Love.**

# RAISING THE WRECKED COMET

*Off Elba, the Naval Salvage Team Recovers Most of the After Part of the Crashed Airliner*



A DIVING BELL IS HAULED ABOARD THE SALVAGE SHIP: The bell, with a diver inside, is being used from H.M.S. *Sea Salvor* to guide the 4½-ton grab, which has been taking a bite at the sea-bed every forty minutes. The wreckage is widely scattered.

THE CREW OF H.M.S. "SEA SALVOR" INSPECT A LARGE PIECE OF THE COMET'S WRECKAGE: Since the Comet crashed off Elba on January 10, killing all thirty-five on board, the naval salvage team has been working continuously, weather permitting, to bring up the only evidence which would shed light on this mysterious disaster. Speed was essential before the sea's corrosive effect destroyed valuable clues. It is now estimated that to recover all the wreckage might take about two years; to raise the more important parts might only take months.

THE GRAB LANDS A NEW FIND: A mud-caked piece of fuselage is hauled aboard the *Sea Salvor*. The salvage vessel has now recovered most of the wreckage in the area of her recent moorings. Much of it came from the after part, but the main cabin, wings and engines are yet to be recovered.

Off the coast of Elba the Royal Navy's salvage team, led by H.M.S. *Sea Salvor*, has bit by bit been bringing up the wreckage of the B.O.A.C. Comet which crashed so mysteriously on January 10. The wreckage shows the appalling destruction which took place when the Comet hit the sea. When the grab disgorges its haul from 67 fathoms down, there are sometimes large pieces 20 to 30 sq. ft. in area, but always there are fragments hanging together by the inner skin. Experts agree that the impact crushed the Comet like an eggshell.

The *Sea Salvor* has been anchored over the area where the after part of the Comet fell. The grab, guided by a diver in an observation chamber, has been sent down every forty minutes during operations, sometimes bringing up furnishings and personal belongings with the wreckage but no bodies. So far the main cabin, the wings and engines of the Comet have yet to be found. The positions of all finds are being recorded to give a pattern of the wreckage trail, which generally shows the sequence of the aircraft's break-up. As yet no evidence has been found of metal fatigue in the aircraft or of fire.

Though De Havillands and the Ministry of Civil Aviation are anxious to recover all the wreckage, it is not certain that the Navy will be able to continue operations on the present scale. Commander C. G. Forsberg, salvage officer in *Sea Salvor*, has said that salvaging all the wreckage might take two years; a limited effort to recover the more important parts might only take months.

FRAGMENTS RECOVERED: Among this twisted mass of metal on the deck of the *Sea Salvor* was a large piece of the Comet and several smaller pieces. In the background is the island of Elba.

*On left—*

THE COMET'S TAIL: Sailors from *Sea Salvor* off-load the tail section on to a pier at Porto Azurro. The salvage vessel returned there recently after eight days at sea. So far there have been no indications that the crash was due to metal fatigue or a fire.

**TEAR GAS DISPERSING CALCUTTA RIOTERS : Some of the rioters running away from mounted policemen who had dispersed a mob of over 10,000 with tear gas and shots in the Maidan in Calcutta. Six people were killed and about thirty injured. Widespread pillaging, burning and stoning of police took place during the worst riots experienced in Calcutta for a long time.**

**FIERY DEEDS AND WORDS : *On left*—A bus which was set alight during the Calcutta riots. Police cars were also set ablaze, shops in the Chowringhee area were looted and street lamps were smashed. *Above right*—The demonstrators on their way to the West Bengal Legislature to press the demands of teachers for better pay and allowances.**

# THE WORLD'S TROUBLE SPOTS

*Rioting in Calcutta ; a Strike in Milan ; Dr. Jagan Returns to British Guiana*

Even by Bengal standards the rioting in Calcutta was of remarkable ferocity. A crowd of schoolteachers who were demonstrating in favour of increased cost-of-living allowances was broken up, and a number of arrests were made. Thereupon a mob of over 10,000 marched through Calcutta towards the West Bengal Legislative Assembly, pillaging and burning on its way. Mounted police stopped the mob with tear gas, and by making a number of *lathi* charges. Six people were killed and about thirty were injured; 244 secondary school teachers were arrested, and a large number of rioters and ring-leaders, among them members of the Assembly, were also taken into custody.

On the next day the rioting continued. Police again tried to disperse the crowds with tear gas, and when that failed they fired shots. The crowds retaliated by bombarding the police with home-made bombs and with stones. Finally troops with fixed bayonets split the crowds into small groups.

There seems to be little doubt that the rioting was inspired by the Communists ; it was too well organised to be spontaneous. The Communist members of the Indian House of the People in Delhi walked out for the second time within a week when the Speaker rejected an adjournment motion on the riots in Calcutta. At the same time documents have been published which, it is claimed, were circulated at a Congress of the Indian Communist Party, which was held in January.

These documents show that, despite public pronouncements after the Congress, the party leaders think that their objectives could only be reached by revolution and not by constitutional methods. It was considered that workers' uprisings in the cities were considered the best methods of fulfilling their aims.

**POLICE PREPARE FOR THE WORST AS MILAN GOES ON STRIKE : Italian policemen making arrangements to control a street in Milan during the twenty-four-hour strike which affected workers in transport and industry there.**

**ROAD OBSTACLES SET UP BY ITALIAN STRIKERS : One of the obstacles which blocked many roads into Milan during the twenty-four-hour strike there. The strikers tried to handicap the movement of vehicles which had been used by the authorities in place of trams whose drivers had stopped work. Throughout Italy the Communist-dominated Federation of Labour called for a series of "staggered" strikes against the Government, and considerable ill-feeling was engendered when it became the turn of industrial Piedmont to stop work. In Milan a clash between strikers and police took place in the Via Torino in front of the offices of the Industrial Association.**

*On left*—

**DR. JAGAN RETURNS HOME : Dr. Cheddi Jagan, the deposed Prime Minister of British Guiana, embracing his wife on arrival at Atkinson Field, near Georgetown. Dr. Jagan had returned to British Guiana after a five-months world tour with Mr. Burnham, former Minister of Education.**

*On right*—

**GEORGETOWN GIVES THE DEPOSED MINISTERS A WARM WELCOME : Crowds cheering Mr. Burnham (in the front car) and Dr. Jagan on their arrival in Georgetown. Thousands of people, most of them women, gathered to welcome them, demonstrating that Dr. Jagan still has considerable support among the city crowds.**

**ON THE BIRDSVILLE TRACK—THE "OUT-BACK" POSTMAN DRIVING PAST LOVER'S LOOK SANDHILL DURING HIS LONELY 700-MILE ROUND TRIP: The pictures on this page tell the story of the documentary film *The Back of Beyond*, made by the Shell Film Unit in the heart of Australia. It is the story of the people who live along the lonely cattle route, the Birdsville Track, which runs from Marree, in South Australia, to Birdsville, in Queensland, and along which there are only five inhabited stations.**

# THE BACK OF BEYOND

## The Story of the Birdsville Track and its People

*Scenes of a Desolate Cattle Route in Australia as Recorded in a New Documentary made by the Shell Film Unit*

**THE POSTMAN OF THE BIRDSVILLE TRACK: Tom Kruse, the postman, is seen seated at the wheel of his mail van talking to Mr. John Heyer, the director of the film. In the truck with Kruse is his aboriginal assistant, Henry.**

**THE POST PASSES AN ARTESIAN WELL ON THE SECOND STAGE OF ITS JOURNEY: Kruse usually uses two trucks, one of which is kept in reserve about half-way along the track. As well as post, Kruse carries goods ordered by the people from the stores in civilisation.**

Australia is a vast country covering nearly 3,000,000 square miles of territory, yet its total population is only a few thousand more than that of Greater London, and the people who live there are congregated mainly in and around the big cities near the east and west coasts. The reasons for this are well known: the difficulty of access to the hinterland; the poor communications once the interior has been reached; the heat and the droughts; but, above all, the would-be settler has to contend with the intense loneliness of the bush. It is to the people who have chosen to brave the hazards and loneliness of the bush that the documentary made by the Shell Film Unit has been dedicated. *The Back of Beyond* tells the story of the settlers who live along the Birdsville Track, a desolate cattle route stretching from Marree, in South Australia, to Birdsville, in Queensland.

To-day, there are only five stations along the track, but forty years ago, at the height of the great inland migration, there were over twenty. Most of these have disappeared, the settlers returning to the comforts of the coast. Their dwellings have now been blown down and buried by the dust storms.

The track crosses a variety of country, ranging from the soft sands, which trap the unwary driver, to the hard gibber plains, or stony deserts, which can pulverise an animal's feet or tear a tyre to shreds. The track also crosses the Channel Country, which, within a few weeks, can change from a dry maze of wide, bare channels, into an inland sea over forty miles wide.

It is in such country that the people of Birdsville live. For their livelihood they depend on cattle-raising, and their only contacts with the wide world outside are the occasional visits from the flying-doctor service, which is stationed at Broken Hill, about 500 miles away, and the regular fortnightly visit from Tom Kruse, the postman. From this it can be seen that the postman plays an important part in the lives of the settlers, and so Mr. Kruse plays an important part in the film.

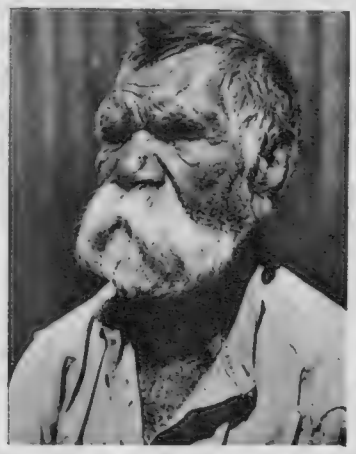
In two ramshackle-looking, but very reliable trucks, Kruse, once a fortnight, makes the round journey from Marree, where the railway ends, to Birdsville, and back to Marree. Travelling across such country, with only his aboriginal assistant, Henry, as companion, Kruse must be his own mechanic and carry all the provisions to last him for the fortnight. He also carries the mail and a variety of other goods. Probably the greatest obstacle that the postman has to overcome on the Birdsville Track is the Channel Country. For this reason, Kruse keeps one truck stationed on the far side of the water line, and if on a journey he finds that the country is flooded, he unloads his first truck at the water's edge, ferries the goods across the water in an old landing barge, and then loads up his other truck and continues on his way.

The film is rich in the characters who were encountered during the three-months filming. Among these was Jack the Dogger, who drives around the country in a vintage car shooting dingoes, which he sells for a pound a head. Also in the film is "Sandy," an aboriginal rain-maker of Etadinna, who performed his rain-making song before the cameras with such enthusiasm that, so the story runs, he brought down 3 ins. of rain in six hours, so bogging the unit down for the next three days. Among the locations featured in the documentary is the ruined mission, which was started by Father Vogelsang, a Lutheran minister, over forty years ago, when the track was more populous than it is to-day.

The difficulties encountered by a small film unit in such country were numerous. As well as the intense heat, which made the storing of films difficult, there was the biting cold during the nights. The frequent dust storms would damage the camera lenses if precautions were not taken. Once the unit had left Marree, it had to be entirely self-supporting, and the only link with the outside world was the radio communication with the flying-doctor base at Broken Hill. An added difficulty was the fact that the film had to be shot "blind," which meant that no rushes of a day's shooting could be seen until the unit had returned to England, when it would have been too late to rectify any errors. The Shell Company and the film unit can, however, congratulate themselves on the result—a film that is at once interesting, educational and artistic. It is to be entered for the Cannes Film Festival and stands a good chance of going on to a general circuit

AT THE START OF THE BIRDSVILLE TRACK : Members of the Shell Film Unit taking a tracking shot of a camel wagon. The camel has been found to be a most useful animal in the Australian Bush.

KEEPING IN TOUCH WITH CIVILISATION : Mrs. John Heyer, the unit's manageress, and the wife of the director, is talking over the two-way radio to the flying-doctor base at Broken Hill, in New South Wales.



TWO STARS OF "THE BACK OF BEYOND" : On the left is "Tommy," an aboriginal teacher, and one of the many characters encountered by the film unit. *On right*—MINTULEE OF THURRA-BARREE, otherwise known as Old Joe, who lives in Birdsville.

MRS. HEYER PREPARES A MEAL IN THE BARREN OUT-BACK COUNTRY : The film unit found that as well as intense heat, they had to contend with a very low temperature from dusk until dawn. Here, although the sun is well up, Mrs. Heyer is still wearing a suit of warm clothing.

THE MAIL RUMBLES INTO BIRDSVILLE : The people of Birdsville, like those in other stations along the track, raise cattle for their livelihood. Strange as it seems, the cattle seem to thrive on the barren soil.

PREPARING TO FILM THE VOGELSANG MISSION : Fifty years ago Father Vogelsang started a mission which has since fallen into ruins. In the right background of this picture is the ancient car used by Jack the Dogger, who earns his living by shooting dingoes.

DRIVING DOWN A RIVER—THE MAIL VAN GRINDS ALONG COOPER'S CREEK : After rain, Cooper's Creek is a fair-sized river, but within a few days the waters can disappear as mysteriously as they came, leaving an excellent track for Tom Kruse and his mail van. Often the van becomes embedded in the soft sand, but Tom is prepared for this and carries all the implements for digging himself out.

**OFF INTO THE HEART OF THE PAPUAN JUNGLE IN SEARCH OF OIL-BEARING ROCK: Two scows carrying men, supplies and equipment pause during a trip along one of the narrow creeks to the headquarters of one of the survey parties deep in the jungle. Since the war, oil exploration in Papua has been intensified and this year two companies, owned by the Anglo-Iranian Oil Company and Australian and American interests, are spending £2,000,000 on further development.**

**A HOME-MADE CANOE FOR A PAPUAN RIVER: Watched by his small son and using a home-made tool, the cutting edge of which is stone, a Papuan hollows out a tree trunk.**

**SETTING A GEOPHONE IN POSITION: It is set by a Papuan during a survey in the dense jungle. The geophone picks up the shock wave from an explosion and transmits the signal by cable to a recording station. From these records geophysicists are able to plot underground formations.**

# OIL
## FROM THE JUNGLES OF PAPUA

### The Scheme to Find Oil-bearing Rock is Given Greater Impetus

When the Japanese invaded New Guinea in 1942, oil exploration in Papua, which had been going on for several years, was abandoned and operations did not begin again until four years later. At that time survey parties set out through the swamps and jungles in an intensified effort to find oil-bearing rock, and now, eight years later, hundreds of square miles of this sparsely inhabited area have been mapped and the underground formations plotted.

This year an even greater effort is being made and two companies, the Australasian Petroleum Company and the Island Exploration Company, both owned by the Anglo-Iranian Oil Company, and other business interests, are to spend £2,000,000 on exploration work. The companies have drilled, in all, seven wells with a total footage of 62,645 ft., but oil in commercial quantities has not yet been found. Last year the Omati test well in Western Papua reached 13,743 ft., but at this depth gas under pressure was encountered and the hole caved in, freezing the drill pipe. Consequently, special equipment had to be despatched to the area in order to allow operations to continue.

Transport is a particular problem in Papua, and the oil companies are faced with the task of conveying supplies and personnel over dense jungle to the clearings where the survey parties are at work. Only by air or water is it possible to travel quickly or in comfort, so much use is made of the flying-boats and the fleet of ten vessels, ranging from 20-ton river boats to 200-ton sea-going ships. In addition, helicopters, introduced for the first time in the Papuan oil exploration, are playing their part with a consequent speeding up of survey progress. Native canoes, hollowed out from tree trunks, are often used on the rivers, but instead of paddles outboard motors drive them against the swift currents. All other movement is by way of paths laboriously cut in advance by Papuans.

The European staff in Papua numbers 250, comprising geologists, drillers and specialists. They are helped in their tasks by about 2,500 Papuans, who are employed as porters and in many other ways.

**OMATI NO. 1 OIL WELL CAMP FROM THE AIR: It is situated in country consisting of hundreds of conical hills about 100 ft. high. When a suitable site for a test well is selected—often after months or years of jungle exploration—such camps are carved out and living quarters and store houses are erected. At these camps, and others like them, which are completely isolated in the jungle, the little community may live for months. Sometimes the men are joined by their wives.**

THE MARINE REPAIR BASE AT NAPA NAPA, NEAR PORT MORESBY: It is operated by the Island Exploration Company, to repair its fleet of vessels used for supplying oil survey parties in the interior.

THE WELL-HEAD AND SOME OF THE EQUIPMENT AT OMATI WELL NO. 1, DEEP IN THE JUNGLE: Drilled by the Australasian Petroleum Company, this well last year reached a depth of 13,743 ft., a record for a well in the Southern Hemisphere.

A CATALINA FLYING-BOAT ON LAKE KUTUBU, WITH A LOCAL DUG-OUT CANOE IN ATTENDANCE: Travel between the oil companies' headquarters at Port Moresby and the interior is either by boat or flying-boat. Lake Kutubu is 2,500 ft. above sea-level; to reach it by land is a major operation involving several weeks of strenuous jungle travel, but Catalinas can fly there from any part of Papua in a few hours.

ROLLING DOWN THE RIVER IN THE SERVICE OF THE OIL COMPANIES: A double canoe, propelled by an outboard motor, seen on a typical jungle river. *On left*—Deeply laden with men and equipment, a shallow-draught scow moves along a Papuan river towards an oil survey-party camp. Almost impenetrable jungle fringes the river.

# AN ORCHESTRAL CONCERT IN THE ABBEY

*Sir Adrian Boult Conducts at a Special Performance Given in Aid of the Westminster Abbey Restoration Fund*

**THREE KNIGHTS OF MUSIC DISCUSS THE PROGRAMME: Sir William McKie, the Abbey organist, Sir Arthur Bliss and Sir Adrian Boult seen together at the rostrum during the rehearsal. The concert was thought to have been the first given by a full orchestra in Westminster Abbey.**

**A NIGHT OF MUSIC IN THE NAVE OF THE CORONATION CHURCH: Sir Arthur Bliss, Master of the Queen's Music, seen conducting a rehearsal of his own "Processional" prior to the Concert given in the Abbey in aid of the building's restoration fund. *Below, on right*—Sir Adrian Boult conducts another rehearsal.**

Although the Westminster Abbey Appeal for £1,000,000 was officially closed at the end of last year, contributions are continuing to arrive, especially from overseas, and there is now every possibility of the target being reached. Last week at the Abbey some 700 or 800 people gave additional support to the fund by buying programmes at the Concert given by the London Philharmonic Orchestra. Sir Adrian Boult was the conductor and Sir William McKie was at the organ, but after the National Anthem Sir Arthur Bliss took over the baton to conduct his own composition entitled "Processional." This, it may be recalled, was played at the Coronation last June. Another work by Bliss was his Music for Strings, while the rest of the programme was made up of "Music for the Royal Fireworks" (Handel), Overture, Der Freischutz (Weber), and Symphony No. 1 in C Minor (Brahms). The orchestra was placed on a three-tier platform erected just west of the organ screen,

THE METAL SHADOW MASK WITH THOUSANDS OF MICROSCOPIC HOLES : Through this screen electrons are precisely directed on to the colour phosphor dots.

SEALING THE ELECTRON GUN ON TO THE TUBE : The three-barrelled gun shoots streams of electrons to activate the red, blue and green phosphor dots on the tube.

TESTING FOR AIR LEAKS : One of the strict tests to which these tubes are put at several stages is a check with a hand vacuum to make sure the joins are airtight.

TESTING THE TUBES FOR COLOUR TELEVISION SETS : At the Radio Corporation of America's factory in Lancaster, Pennsylvania, a skilled girl technician is seen testing experimental picture tubes for phosphor-dot brightness. On each tube there are some 600,000 phosphor dots, arranged in groups of three, which are sensitive to blue, green or red, and light up on being hit by electron streams to give the colour picture.

# COLOUR TELEVISION

## *A Simple Account of the New System Produced in America which can also be received in Black-and-White on Normal Screens*

**By BENJAMIN SEELEY**

*This article outlines the progress made, particularly by the Radio Corporation of America, in developing a system of high-definition colour television. Basically, the principle involves breaking down a colour picture into the three primary colours of red, blue and green (green for television purposes, not yellow) for transmission and then blending them together again in reception. R.C.A. have managed to do this electronically; the British Pye Company have achieved it by mechanical means. An additional advantage of the R.C.A. type of system is the fact that colour transmissions by this system are compatible—that is, they can be received in black-and-white on normal-type receivers.*

IN many areas of this country television has replaced the weather as the staple subject of conversation. In trains, in shops, in dark mine and clanging mill it is TV or "the tele" which is most discussed. One observer has even recorded that many travelling circus folk are ardent viewers—truly a case of vision being in the van.

It has got there very rapidly since the war. Britain was the first country in the world to establish a public "high definition" television service in 1936, but transmission was confined to the London area, and in 1939 the service ceased. When it reopened in June 1946 things were different. The Hankey Committee, set up in 1943, had urged that "it is only by the extension to the main centres of population in this country that the public will be convinced that television has passed the experimental stage. Extension over a wide area is essential. . . ." And that extension has taken place. At this moment television is available to some 80 per cent. of the population; there are well over 3,000,000 television licences in operation.

Expansion has taken place all over the world, from the United States, where there are some 150 stations on the air and nearly 25,000,000 receivers in operation, to Russia, from which have recently come pictures of families stolidly "enjoying" television programmes, though, to British eyes, they huddle perilously near the screen.

Nor is television confined to the home. It is used increasingly for teaching (notably in hospitals, where, with the aid of television, every student is assured of a detailed view), in industry, and at sea (particularly as in the Comet disaster, to detect under-water wreckage).

Such developments will continue; and additions and refinements are to be expected in a medium of communication only just beginning to be exploited. The major development, and one engaging the attention of scientists and radio engineers the world over, is television in colour. In the laboratory colour television is a fact. And it has been demonstrated outside: some of the children in a London hospital saw the Coronation procession in full colour on equipment provided by the Pye Company.

Then why is there not a complete colour television service? To answer that question one must first understand the nature of black-and-white television. Briefly, television is an illusion—a statement which will rejoice the hearts of those sardonic non-viewers who already have a pretty poor opinion of those who do view.

What we think are pictures on the television are not, in fact, pictures at all. They seem so only because the human eye is not nearly as sensitive as most people imagine it to be. When the eye registers an impression of something it does not immediately lose it. Stare into the sun and then turn away, and you will still seem to see the sun. This is called persistence of vision and it is upon it that both the cinema and television rely for their effect. In the cinema the pictures you see do not move; there are merely a great many of them and they *seem* to move; they come on to the screen, sixteen still pictures every second, and the audience is convinced that it is watching the movies. In television they do not even see a collection of still pictures; they see an electron beam sweeping back and forth across the face of the picture tube, varying in intensity from zero (black) to maximum (white), creating a picture of 405 horizontal lines, and "scanning" it completely twenty-five times a second.

(*Continued on following page*)

# COLOUR TELEVISION: HOW IT WORKS

**A STAGE IN THE MAKING OF THE SCREEN:** Here a technician is seen examining a glass negative of a shadow mask which will be used to produce a gelatin stencil for the colour-dot patterns of the screen.

*On left—*

**ASSEMBLING AN ELECTRON GUN:** After being assembled on a jig, the electron gun, which shoots electrons on to the screen's colour-dots, is swung forward into the gas jets which will then weld all the joins.

**FINE ART WORK:** Silk screening technique is used to apply the minute phosphor dots to the glass screen. The phosphorus, beaten to a creamy thickness, is squeezed through three separate gelatine stencils—the process being repeated for each colour.

*On left—*

**THE DOTTED EYE:** The colour-dot pattern on a picture tube as seen through a glass with a magnification of ten.

(*Continued from previous page*)

If this seems complicated to grasp, consider it from the transmitting and not the receiving end. In the tube of a television camera a stream of electrons sweeps across or "scans" the scene, dissecting it into 405 lines and scanning the picture twenty-five times a second. The brightness of any part of the scene is translated into electric currents which are transmitted through space as radio waves and are reassembled in the home in the same sequence, and at exactly the same rate, as they were scanned in the camera. So rapidly is the entire process conducted that the viewer seems to see a complete and continuous picture of the scene transmitted.

Now in colour television it is necessary to reproduce not only the varying intensities of light and shade, but also the actual colours in the scene televised. This means that the engineers have to find a way of sending out more "picture information" than is necessary for black-and-white television.

That they can even think of doing so is due to another characteristic of human vision. The eye can reproduce practically all colours by combining only three components or primary colours in correct proportion. Thus when red, green and blue are produced in the proper proportions the eye has the impression of white. When they are all absent the impression is black. When green and red are combined the eye receives the impression of yellow; red and blue make purple; and other combinations of only three colours can give an impression of virtually every colour under the sun.

The latest, and so many people think, the most advanced system of colour television, developed by the Radio Corporation of America, uses these three primary colours. Simply put, it works this way. In black-and-white television the scanning beam re-creates the picture by directing a fine stream of electrons against a phosphor surface on the inside face of the picture tube which glows only in white. In colour television, electron beams are directed to small phosphor dots each of which, when hit, glows in one of the three primary colours. Thus, when all three colour-sensitive phosphors are exposed to electron beams at the same time, it is possible to reproduce the original scene in what appears to be its natural colour.

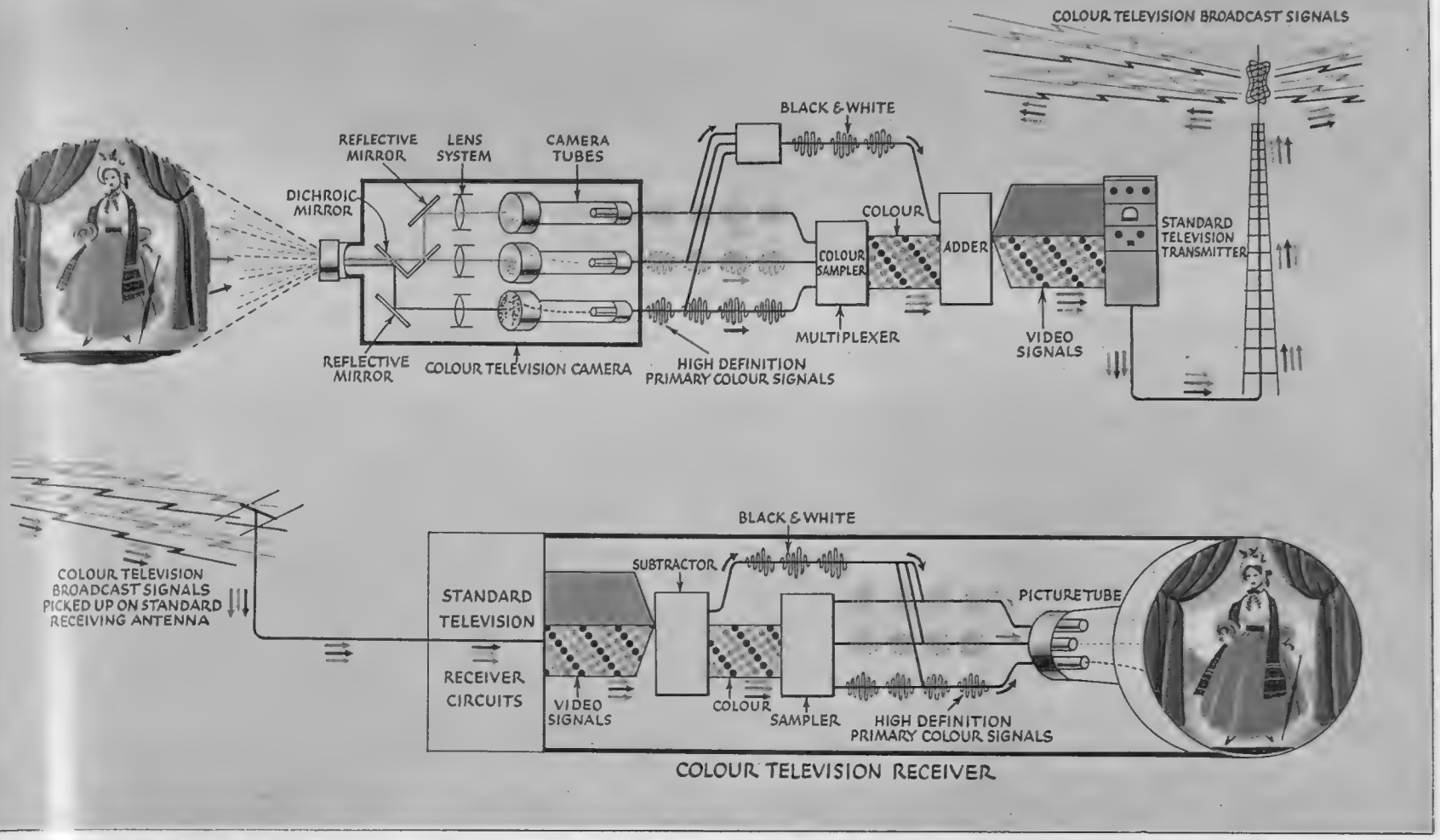
The R.C.A. system employs two particular techniques which need explanation. One is called "mixed highs," and is based on the fact that the human eye has difficulty in distinguishing colour in fine detail. Look at a piece of wire fencing from a distance and it is easier to see the individual strands than to distinguish their colour. So with the "mixed highs" technique fine detail is transmitted in black-and-white and only larger detail is sent in colour. This has one very important advantage: it takes much less space in the radio spectrum to send black-and-white than colour, and since the spectrum is crowded by all sorts of private and public broadcasting systems, the narrower the channel employed by each television station the better.

The R.C.A. system saves further ether space by sending its colour information by means of a process called "colour sampling." It is, roughly, a method of combining the three primary colours without mixing them; the three-colour signals are sent out together, which takes up much less space than would be necessary to send them out separately.

The whole process will seem simpler if followed on the diagram above. The colour television camera contains three tubes. Light from the scene being televised passes into the camera and then, through a series of mirrors, to the tubes. Two of the mirrors are called

**INSPECTIONS:** Because of the need for an extremely high degree of accuracy and precision the parts of the picture tubes are checked at every step along the line. Here an inspector checks the mesh of a shadow mask through a powerful magnifying lens while another technician examines the face-plate section for flaws in the glass.

**A PYE TELEVISION CAMERA:** This shows a colour filter wh[illegible] the complete picture into a series of pictures in the [illegible] has a similar disc which is electronically synchroni[illegible]




**HOW THE R.C.A. SYSTEM WORKS : The colour television camera has three tubes, set behind two dichroic mirrors which have the property of splitting the light received into primary colours of red, blue and green ; ordinary mirrors then reflect each colour into a separate tube. To save space on the waveband the signals from each tube go into a multiplexer, a fairly common communications device which enables several messages to be sent simultaneously on one wire or wavelength. The fine detail of the colour pictures, which is transmitted in black-and-white, is added to the three-colour signals in the adder, and all are then sent out on the air together. Reception is simply the process of unscrambling the egg at the other end. The black-and-white fine detail is siphoned off by the subtractor, the colour signals are broken down into their primaries, and then the picture is thrown on to the phosphor-dot screen by the three-barrelled electron gun.**

dichroics and have the property of splitting the light from the scene into the three primary components of blue, green and red. Each dichroic mirror reflects *one* of the primary components, thus "splitting" the light into the three primary colours. The other mirrors, which are quite ordinary, simply guide the light beams through the dichroics, the lenses, and on to the tubes. Each primary colour is directed to one of the three tubes. The pictures on each tube are then scanned as in black-and-white television, so that the camera at this stage is producing three simultaneous picture signals, one blue, one green and one red.

Leaving the tubes the signals are combined to form a black-and-white picture which contains the "mixed highs." Simultaneously, the three primary colour signals pass through the colour sampler and are multiplexed into to allow them to be transmitted in the standard television channel. The black-and-white signal and the sampled colour signal are combined in a unit called an adder, and together they make a high-detail vision signal.

Much the same process happens in reverse at the receiving end. The black-and-white signal containing the "mixed highs" is separated or "subtracted," and at the same time the colour signals pass to a sampler where the original three primary colour signals are simultaneously reproduced. The black-and-white signal is then added to each of the primary colour signals. Each of the three signals thus produced is directed continuously to one of the three electron guns in what R.C.A. call their "direct view tri-colour kinescope." Each gun produces a complete picture in its primary colour—which means that three primary colour pictures are produced simultaneously, and thus seem to be one full-colour picture.

The screen of a 16-in. R.C.A. kinescope is composed of approximately 600,000 dots of red, green and blue phosphors. These dots are arranged in groups of three and are so positioned that the electrons from each of the three electron guns hit the dots of their own colour. The dot groups are so small and so close together that they present a smooth, full-colour picture.

The complete R.C.A. system has one other major virtue : it is compatible—which is a short way of saying that though the pictures are transmitted in colour and are received in colour by sets designed for that purpose, the pictures can be received in black-and-white on ordinary television sets. Such compatibility is obviously to everybody's advantage. It means that those who want colour television can get it without depriving those with ordinary receivers. Both in America and here, compatibility will be insisted upon before a colour service is allowed to operate.

The R.C.A. system is seen as the most promising yet devised, because it is compatible, because it does meet the problem of sending more picture information without needing a wider channel in which to do so, and because it is all electronic. A partly mechanical system has been developed in this country by the Pye Company. On the face of it this is a simpler system. To an ordinary television camera is added an electric motor which turns a disc behind the lens. This disc consists of several transparent segments of material coloured blue, green and red. In the television receiver there is a similar disc, though its segments are larger and each one covers the face of the tube. The colour filter in the camera breaks the picture into a succession of pictures in blue, red and green. This succession is electronically synchronised with the similar filter revolving in front of the receiving tube. An important point about the Pye system is that the method is partly mechanical.

When we shall have a colour television service is anybody's guess. The B.B.C. has continued research into colour television, but says that the introduction of a colour television service depends on the progress of that research and on the overall economic situation. For there is little doubt that colour television will be expensive; its receivers will cost more and programmes televised in colour will be more expensive to mount.

rotates rapidly and splits the primary colours. The receiver with that in the camera.

**MULTIPLE VIEWING IN THE UNITED STATES : Two programmes come simultaneously on to the screen and are separated by watching through two polaroid screens. The two sound systems are received on separate earphones.**

**TELEVISION IN RUSSIA : The family of a Leningrad building worker look-in on the recently inaugurated Soviet television service. The rather small screen has a magnifier in front of it.**

# SALVAGING THE "EMPRESS OF CANADA"

*PREPARATIONS ARE NOW COMPLETE FOR ONE OF THE BIGGEST-EVER SALVAGE LIFTS*

**THE CAPSIZED "EMPRESS OF CANADA" IN GLADSTONE DOCK, LIVERPOOL: Attached to the starboard side of the hulk are sixteen hawsers, 475 ft. long. The attempt to haul the ship upright is to be made this week-end.**

*On left—*
**THE MEN BEHIND THE SALVAGE EFFORT: Sitting by the model on which they planned the operation are two of the team responsible for one of the heaviest salvage jobs in history.**

The *Empress of Canada* caught fire in Gladstone Dock in January of last year and, after burning for 15½ hours, heeled over and sank. Despite the efforts of firemen from all over Lancashire and Cheshire, she was completely gutted. Originally called the *Duchess of Richmond*, she was known to a host of passengers on the North Atlantic as one of the most commodious of

**A VIEW OF THE LIFTING GEAR: This shows the 9-in. lifting hawsers running from the ship to the winches. Slung to the ship's side also are the 100-ton weight pontoons.**

**THE DEGREE OF LIST: The newly-erected degree gauge will show at a glance how the effort to right the ship is progressing. Its reading in this picture is 89 degrees.**

Canadian Pacific liners, her third class being regarded in her *Duchess of Richmond* days as one of the best in the world. She was renamed after the last *Empress of Canada* was torpedoed by an Italian submarine off Dakar in 1943. During her war-time service as a troopship she carried 169,000 Service men and women and 18,500 civilians.

The attempt to haul the 15,000-tons deadweight hulk on to an even keel is to be made by using sixteen 9-in. hawsers which will be taken in on steam winches from the other side of the dock. Each cable runs through a six-fold purchase and has a lift-pull of 110 tons and a breaking point of 287 tons. Also attached to the starboard side of the ship are six weight pontoons of 100 tons each; under the port side are eleven upthrust pontoons which will give a lift of 80 tons each. The total cost of salvaging the liner is expected to be over £250,000.

# RESTORING THE ROYAL BARGE

*THE 250-YEAR-OLD BOAT IS TO GO ON SHOW*

**THE ROYAL BARGE OF WILLIAM AND MARY BEING MADE SEAWORTHY AGAIN: At a riverside yard in Charlton the Royal Barge built by William III for Mary II in 1689 is being restored. Two craftsmen are working on the stern (*on left*), which still bears the original lavish decorations in an excellent state of preservation. *Above*—One of the workmen is seen examining a piece of oak from the bottom, which is falling to pieces through wet-rot.** The barge, known as the Queen's Shallop, carried kings and queens for 230 years and was last used by King George V and Queen Mary during the Victory Pageant of 1919 when the barge, manned by King's Watermen in their scarlet uniforms, sailed triumphantly down the Thames. When a new bottom has been built and the restoration completed, it will be put on show at the National Maritime Museum, Greenwich.

A QUEUE OF TRAWLERS WAITING TO ENTER ABERDEEN HARBOUR IN ROUGH SEAS : When a strong south-easterly wind sprang up suddenly at the entrance to Aberdeen harbour, conditions became extremely difficult for incoming trawlers. Spectators on pier and jetty, and motorists lining the road on the Torry side, watched thrilling displays of seamanship as vessels, swung round by the force of the storm, were skilfully manœuvred back on course. Because of the conditions Aberdeen harbour was closed to shipping during low water. It was when the port was reopened for a few hours at high tide in the afternoon that the trawlers, which had been lying patiently in the bay, made a concerted dash to enter the harbour.

# SHIPPING IN DISTRESS

*Trawlers Survive a Sudden Storm at Aberdeen, but a Freighter is Unlucky near Yokosuka, Japan*

COMING INTO HARBOUR ON THE CREST OF A WAVE : The trawler *Strathdevon* appears almost submerged as she starts her run into Aberdeen harbour after the "Come in" signal had been hoisted. Good navigation prevented any damage to the inshore fishing vessels which were caught at sea in the storm.

*On right—*

A FREIGHTER SINKS UNDER THE PRESSURE OF HER CARGO OF WHEAT : The 7,115-ton Panamanian freighter *Catherine* seen almost completely awash shortly before she sank off Boso Peninsula, near Yokosuka, in Japan. The ship ran aground at the entrance to Tokyo Bay and began to sink when her hull cracked in several places under the pressure of her cargo of wheat. The wheat had expanded when the holds were swamped with water. Vessels of the United States Navy took off all the crew to safety before the freighter went down.

SIR ADAM BECK—NIAGARA GENERATING STATION NO. 2, WHICH WILL BEGIN TO SUPPLY POWER TO ONTARIO THIS YEAR: A recent view of the great new project under construction on the Niagara River. Immediately to the right is the No. 1 Generating Station, which was built in 1921. Five of the twelve penstocks which can be seen in this picture will be in service this year, and the entire project is due for completion in 1956. Above the 300-ft.-high cliff is the channel through which water diverted from above the Niagara Falls will reach the penstocks. To the right is the subsidiary channel, which is already supplying the older generating station. When the new station is fully in operation, it will have a total capacity of 1,428,000 h.p. The estimated cost of the project is about £115,000,000.

THE OPEN-CUT CANAL WITH THE TUNNEL EXIT PORTALS: An aerial view, showing the twin tunnels which surface at the trapezoidal section of the open-cut canal. The canal, which is 2¼ miles long, leads to the power-house, and this particular section is built over the site of an ancient gorge filled with glacial debris. For this reason it is the only portion of the canal which is lined with concrete. The average width of the canal is 200 ft., with a depth of 70 ft. The tunnels, which emerge here, had passed under the City of Niagara Falls.

# PROGRESS ON NIAGARA'S POWER PLANT

*The Great Electrical Undertaking in Ontario which will Add Considerably to the Output of the Great Falls will soon be in Operation*

In order to keep pace with the extraordinary expansion of Canada's industries, it has become increasingly necessary to tap every potential source of power. In no Province has the opportunity been grasped to greater purpose than in Ontario, where an unprecedented expansion of generating facilities and power lines has taken place since the end of the war. Thirteen new sources of power have been brought into service, increasing the capacity by 85 per cent. since 1945. But of all these great projects, the giant of them all is the Sir Adam Beck-Niagara Generating Station No. 2, which is under construction at Queenston.

The new plant is named after the man who is known as "the father" of hydro-electric development in Ontario. It is sited just upstream from the neighbouring generating station (No. 1), which was built in 1921. Spread across eight miles, with its frontage along the Niagara River, it includes an intake structure two miles above the Falls, near Chippawa; twin tunnels under the City of Niagara Falls; the open-cut canal and the new power-house which is located six miles below the Cataracts.

Work began in 1950. It was agreed at the time by the Canadian and United States Governments that the awe-inspiring beauty of the Falls, which is such a great tourist attraction, will not be impaired. Some time this year the new station will join the southern Ontario "grid"

A SPECTACULAR FEAT OF ENGINEERING IS THE CONSTRUCTION OF THE NEW STATION'S TWIN TUNNELS: An early stage in the work on one of the twin 5½-mile tunnels. The tunnelmen are seen on a jumbo drill tower. The tunnelling is being done by the heading and bench method, i.e., taking the top semi-circle first and then, by a second cut, taking the invert. When excavated each tunnel has a 51-ft. rough diameter, which is then reduced by 6 ft. when lined with concrete, as shown in the picture below. Rock rubble is removed by giant 15-ton Diesel trucks to one of five shafts. From there it is lifted to the surface and sent to disposal areas on lorries. It has been reckoned that almost 10,000,000 tons of rock will have been excavated and removed before the tunnels are completed.

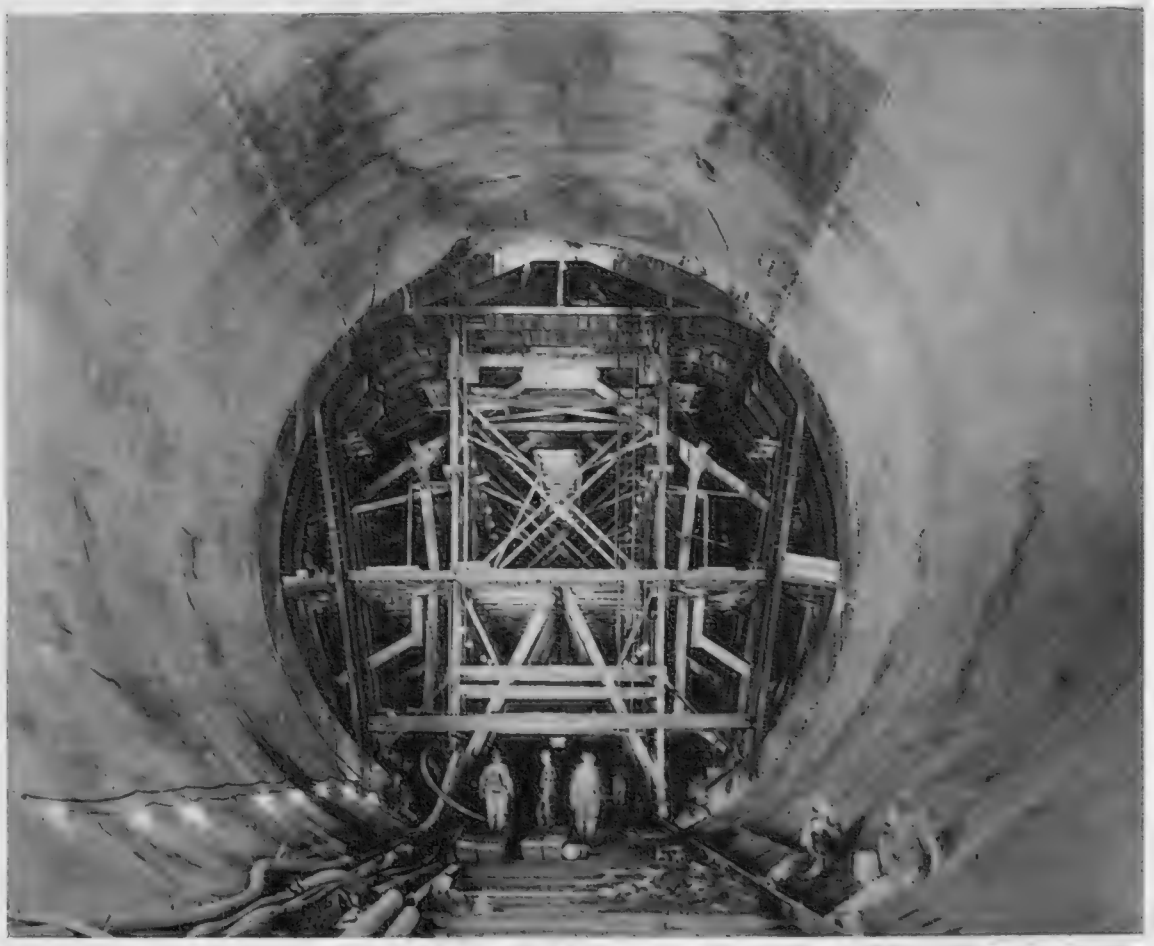
when five of the twelve 100,000-h.p. units will be placed in service. These will be followed by six more units, and by 1956 it is anticipated that the first phase of the project will be fully in operation, and, together with a pumped storage reservoir, will have a capacity of 1,428,000 h.p.

Many engineering problems had to be solved in the construction of the new power plant. The waters of the Niagara River, which will revolve the turbines of the new power-house, have to be conveyed a distance of some eight miles before pouring down the penstocks in the Gorge. This meant that the City of Niagara Falls had to be by-passed in some way, and the problem was solved by constructing twin tunnels 5½ miles long and up to 330 ft. below ground. These tunnels then emerge into the 2½-mile open-cut canal which carries the water straight down to the penstocks.

Some idea of the magnitude of the task that confronted the designers and builders of the project can be gleaned from the demands made on the intake structures. The two intakes will divert 15,000,000 gallons of water a minute to the tunnels. This would be enough to supply all the citizens of Niagara Falls with their daily requirements of water for one week. It is not surprising therefore that the control gates of the intake structures are the largest of their type in the world.

At the peak, there were some 6,800 men working on the Sir Adam Beck-Niagara generating station No. 2, and a remarkable feature has been the absence of injuries on an enterprise on this scale. The men wear safety hats, which are compulsory in most places where work is carried out. They are also supplied with masks, goggles, aprons and gloves which protect them on different types of work. Safety shoes are also made available. A fully equipped tunnel rescue truck always stands by, ready to go into action in case of an emergency in the twin 5½-mile tunnels. While in the "hydro cities" where the workers are accommodated there is a thirty-bed hospital.

These "hydro cities"—there are three of them—provide amply for the basic needs of the men working there. Certainly their appetites are satisfied by the three cafeterias, which use about 12,000 lb. of meat a week and 600 loaves of bread daily. The Niagara Falls project is on a colossal scale in every way. But the rewards that this great new power plant will bring to Ontario and to Canada as a whole are equally immense.



A TUNNEL LINED WITH 3 FT. OF CONCRETE: Over 300 ft. below the City of Niagara Falls workmen examine the thick concrete lining in one of the twin tunnels which was completed last year. Through these tunnels about 15,000,000 gallons of water will flow every minute from the Upper Niagara River to the open-cut canal.

# MAINLY from LONDON

*The "Arcadia" Sails; and Other Home Events in Pictures*

**THE "ARCADIA" SAILS FOR AUSTRALIA ON HER MAIDEN VOYAGE: The 29,734-ton P. & O. liner is seen leaving Tilbury Dock. This start to a maiden voyage was one of the quietest seen at Tilbury for some years; there was no band or official send-off and only a handful of spectators to see the great ship glide smoothly down the Thames. Among the special features of the *Arcadia* seen in this picture are her funnel, which is so designed as to carry smoke, smuts and oil fumes clear of the games deck below it, and her observation lounge, which can be seen below the navigating bridge. In this room are globes, chart table and compass, and other navigating equipment, which passengers may use to keep themselves well informed about the ship's progress. Like her sister-ship, the *Chusan*, the *Arcadia* is fitted with stabilisers, which reduce roll in heavy seas.**

**MR. A. P. SINKER, WHO IS TO BE THE NEW DIRECTOR-GENERAL OF THE BRITISH COUNCIL: Mr. Sinker, who is at the moment First Civil Service Commissioner, is to take up the post of Director-General of the Council in place of General Sir Ronald Adam, who is to retire shortly.**

**EXTRAS FROM DEBRETT—FILMING IN THE CAFÉ DE PARIS, LONDON: Seated around the table in front of the cine camera are, from the left, Loelia Duchess of Westminster, Mr. Peter Coats, Mrs. Gerald Legge, Lady Rendlesham, the Hon. John Siddeley and Mrs. John Ward. They were invited to the Café de Paris to take part in a film which is being made by the British Travel Association, to show London night-life to people in the United States and elsewhere, to attract more tourists to this country. Many other favourite night-spots in London are to be featured in this film.**

**A NEW BREED OF GUN DOG? Mr. James Walton, a farmer from Durham, is seen out shooting with his African leopardess Judy, who is three-and-a-half years old. Since the leopardess came to this country two years ago, Mr. Walton has trained it to walk at his side and to stand guard over game that he has shot. In the evenings Judy is treated like any other household pet.**

**MRS. GERALD LEGGE AS AN ACTRESS: Mrs. Legge is seen with Lord Porchester during a rehearsal of *The Frog*, by Edgar Wallace, which is to be staged at the Scala Theatre in London this June. The proceeds are to go to the Invalid Children's Aid Association. Among the other players are Lady Annabel Stewart and Mr. Billy Wallace.**

THE AMERICAN EVANGELIST, MR. BILLY GRAHAM, ARRIVING AT SOUTHAMPTON : With him is his wife Ruth. Mr. Graham has been invited to this country to conduct a three-month crusade by means of a series of meetings held at the Harringay Arena. The first of these was held last Monday. A wartime ordained Baptist Minister, Billy Graham has a large following in America, where he and his team of gospellers broadcast regularly over the radio networks. It is probable that he will appear on television while in this country.

BILLY GRAHAM IS MOBBED AT WATERLOO STATION : Mr. Graham is seen near the centre of the crowd which gathered at the station to see him arrive. The jostling mob broke through a barrier, and delayed the evangelist nearly twenty minutes.

COMPREHENSIVE SCHOOL WITH A UNIQUE TYPE OF ROOF : This is a general view of the Comprehensive School for Girls at Kidbrook, near Lewisham, showing the self-supporting roof which has been built over the assembly hall. The roof, which was designed by architect Charles Pike, is built of reinforced concrete and took 170 men over a month to erect. First a metal framework was built and covered with plywood bent to the correct shape, and over this the steel reinforcing material was assembled. Then the concrete was poured in and covered with copper plating. The school, which will accommodate 2,500 pupils, is expected to be completed this May.

A NEW ROMAN CATHOLIC CHURCH AT HEADSTONE, HARROW, MIDDLESEX : The Cardinal Archbishop of Westminster, Dr. Bernard Griffin, is seen, left centre, conducting the service during which he laid the foundation-stone of the Church of St. Teresa of the Child Jesus. The estimated cost of the erection of the church is £25,000. The day of the ceremony was also the fifty-fifth birthday of the Cardinal.

NITRI BEREA WITH HIS PORTRAIT OF THE DUCHESS OF KENT : The Rumanian-born Parisian painter is seen putting a final varnish over his painting of the Duchess of Kent, relaxing in the gardens at "Coppins," Iver. It is one of the pictures he is exhibiting at the Ohana Gallery in London. Among the many other portraits exhibited are those of people well known in the social and entertainment worlds, including Mr. Noël Coward and Mr. Douglas Fairbanks, Junior. Berea has said that he paints "landscapes of people and portraits of landscapes," and that he is the opponent of "the snobbery of ugliness and obscurity." As well as his portraits, Berea is exhibiting many scenic paintings, including a view of the Thames and Tower Bridge.

PRESERVING OLD HASTINGS—PULPITT GATE, WHICH HAS RECENTLY BEEN RESTORED : This old house, in All Saints Street, was bought some time ago by Mr. Frederick Whyte, a member of the Hastings Preservation Society, and under his guidance and at his expense, the house has been changed from a dilapidated ruin to its present neat appearance. In other parts of the old quarter of the town the Preservation Society is taking similar action with other houses.

*Royal Occasions*

# An Investiture; Baptism; Film Première, and a Parade

*The Queen Mother, Princess Margaret and the Duchess of Kent in a Round of Engagements*

**THE QUEEN MOTHER DRIVES FROM CLARENCE HOUSE TO HOLD AN INVESTITURE ON BEHALF OF THE QUEEN AT BUCKINGHAM PALACE:** This was the second Investiture held by Queen Elizabeth the Queen Mother during the absence of the Queen on her Commonwealth tour, and more than 200 men and women received awards. Most of the recipients were those whose names appeared in the New Year's Honours List. Altogether the Queen Mother has arranged to hold six Investitures during the Queen's absence.

**A ROYAL GODMOTHER ATTENDS A BAPTISM AT ST. MICHAEL'S CHURCH, CHESTER SQUARE, S.W.:** Princess Margaret seen with her extra Lady-in-Waiting, Mrs. John Lowther, formerly Miss Jennifer Bevan, after the baptism of Mr. and Mrs. Lowther's infant daughter, Sarah Charlotte Margaret. Officiating at the service was the Rev. C. Roderick. The godparents include Princess Margaret.

**PRINCESS MARGARET ATTENDS HER FIRST 3-D FILM:** Her Royal Highness studies her special glasses during her visit to the Empire Theatre, Leicester Square, for the European première of *Kiss Me, Kate*. The occasion was on behalf of the National Society for the Prevention of Cruelty to Children, of which the Princess is President, and the Variety Clubs' Heart Fund for Under-Privileged Children. It was also the first night of a Film Festival celebrating the thirtieth anniversary of Metro-Goldwyn-Mayer. Princess Margaret met members of the cast in the foyer.

**THE CHIEF COMMANDANT VISITS H.M.S. "DAUNTLESS":** The Duchess of Kent, Chief Commandant, Women's Royal Naval Service, inspects some of the new intakes at the Training Establishment at Burghfield, near Reading, Berkshire. The Duchess also took the salute at a march-past.

# A LINK WITH ROMAN BRITAIN

## *St. Martin's, Canterbury, England's Mother Church, is Being Restored*

When St. Augustine reached these shores to preach the Gospel he found that the Church of St. Martin, which stands on a hill on the eastern outskirts of Canterbury, had been "restored forty years previously for the use of Queen Bertha." She was the daughter of the King of Paris and the church had been repaired as part of her marriage contract with the heathen King Ethelbert *circa* A.D. 560. According to the Venerable Bede, the church, dedicated to St. Martin of Tours, was built during the Roman occupation of Britain. There are many Roman bricks throughout the building and 20 ft. of the chancel is entirely Roman (the nave was lengthened in the twelfth century). Saxons and Normans have contributed their shares and their work is plain to see in arch, wall and roof.

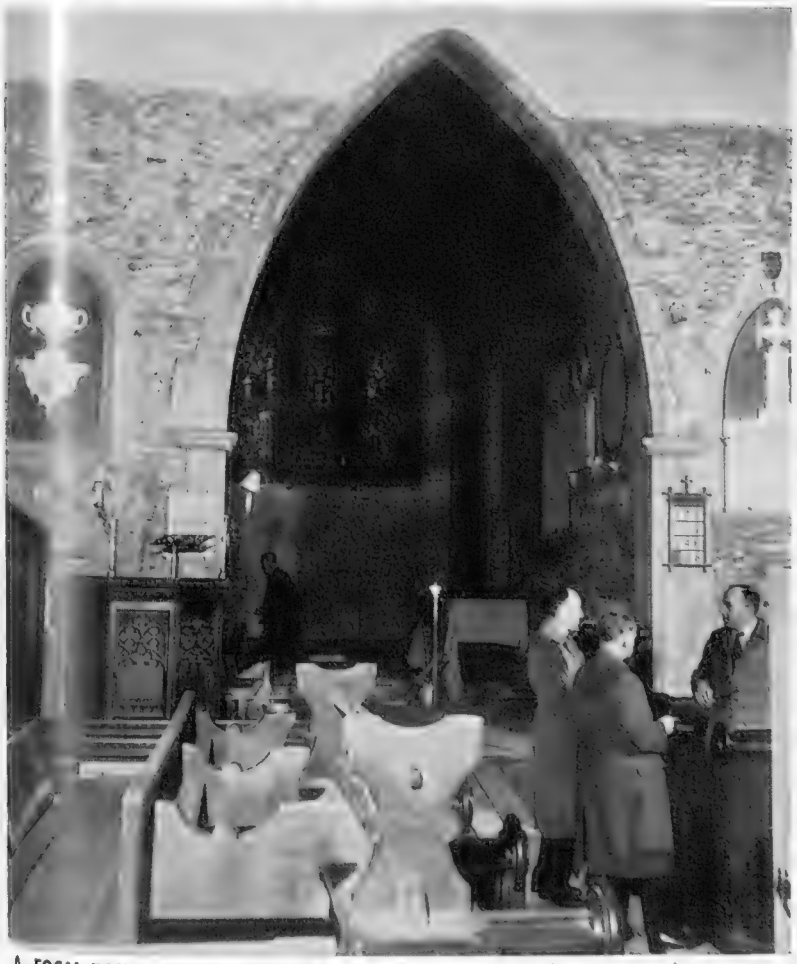
The restoration work which is being carried out at St. Martin's at present consists of the replacement of part of the floor to the original level; the replacement of rotted timbers, and the repointing and repairing of walls. There are also other tasks which have to be faced, and these are being accomplished as financial support becomes available. Although the living is under the patronage of the Archbishop of Canterbury, it has been independent of the Archdeacon of the Archdiocese since Saxon times.

St. Martin's has been described as the cradle of English Christianity, for in addition to Divine Service having been carried out there for many hundreds of years it is said that King Ethelbert was baptised in the church's font following the preaching of St. Augustine. The font, barrel-shaped and adorned with three separate bands of decoration, is world famous and, although it may have been smashed by the Danes and subsequently restored, it still consists of the original Caën stone.

THE ANCIENT CHURCH OF ST. MARTIN, 1,000 YARDS EAST OF CANTERBURY CATHEDRAL, KENT, WHERE RESTORATION WORK IS NOW IN PROGRESS: The walls are being repaired, the original floor levels are being restored and timbering is being replaced where necessary. Estimated cost of the work is £5,000 and so far £3,500 has been collected.

*On right*—A GEM OF ENGLISH CHURCH WORK: The font dates back to Saxon times, with Norman additions which increase its height.

RE-L[illegible]ING THE FLOOR OF THE CHANCEL AT ITS ORIGINAL LEVEL: The Vicar, [illegible]e Rev. E. Perry, watches the work in progress. In this and other [illegible]ork, new and interesting discoveries have been made which archæolo[illegible]sts have acclaimed as proof of the church's very early beginnings.



A FOCAL-POINT OF PILGRIMAGE: People from all parts of the world visit St. Martin's, as the church is, in some ways, of greater historical interest than the Cathedral. *Left*—A view looking east inside the church and showing some of the dismantled pews. *Right*—The west door and tower; parts of the walls have been repointed. The restoration work is being carried out under the advice of Mr. S. E. Dykes Bower in co-operation with Mr. Campbell-Ashendon, of Canterbury.

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# The Ugliest Bird in the World

*The Tawny Frogmouth of Australia, Known There as the Mopoke, Possibly Deserves this Unwelcome Distinction*

MOTHER AND SON: The tawny frogmouth is known in Australia as the mopoke and is found all over the continent and in Tasmania. One of its defences when disturbed in the nest is to look as hideous as possible.

CUDDLING UP TO A KOALA BEAR FOR WARMTH: This picture of a mopoke using a koala, now a rare animal in Australia, as a hot-water bottle is an unusual one. Looking on enviously is a young boobook owl.

THE MOPOKE PUTS ON A SHOW OF FIERCENESS: Apart from opening its fearsomely wide and ugly beak, the tawny frogmouth hisses like a snake when disturbed. In fact, it is quite a timid bird.

*On left—*

A BABY FROGMOUTH: The nestling is, if anything, uglier than its parents. The only feature which redeems the oddity of its enormous mouth and straggly white down is its eyes, which are the colour of gold.

CAMOUFLAGE: *Above* and *on left*—A female mopoke is seen in one of the unobtrusive attitudes they adopt in daytime. *On right*, a mother feeds its nestling.

A VISITOR TO THE NEST: A baby tawny frogmouth stares angrily at an intruding ring-tail possum. Mopokes are nocturnal birds which hunt for insects at night.

The tawny frogmouth (*Podargus strigoides*) is one of the odd, freakish-looking creatures in which the Australian continent abounds; a cousin of the owl family, it must be a strong contender for the title of "the ugliest bird in the world."

The colouring of both male and female is drab: a tawny-brown freckled here and there with a greyish-white. Though it is a timid bird, its appearance is fearsomely ugly—the wide, frog-like bill surrounded by fierce bristles is its dominating feature—and that ugliness is probably an armament bestowed by nature to frighten away its enemies.

The bird is known throughout Australia as the mopoke, and is fairly common in all parts of the continent and in Tasmania. It is a nocturnal bird and spends its nights hunting for beetles and other small insects. When it lies up during the day, it then exercises its remarkable talent for camouflaging itself. It usually perches on the end of a broken branch and adopts a rigid posture, head outstretched in line with its body. Its colouring adapts it perfectly to such a surrounding, but, to heighten the illusion of being just a jagged old piece of broken gum-tree, it bristles out its feathers for an extra effect of dishevelled spikiness.

Its breeding season is between August and December and it builds a loose nest of twigs lined with grass, usually on the platform of a forked bough about 20 ft. from the ground. Its eggs—usually two, sometimes three—are pure white and rounded, if disturbed when brooding, the female mopoke opens wide its frightening beak and hisses like a snake. The young, when hatched, are even uglier than their parents. Apart from their enormous mouths which, at that age, are grossly disproportionate, they are covered with a long, straggly, dirty-white down. The one redeeming feature of the nestlings is that they have large and rather beautiful golden eyes.

The young are fed on spiders, crickets and other small nocturnal insects, and are reared by their parents with great care. Once, when a small boy looked like interfering with her young one, a mother mopoke was seen to fly down beside it, get the youngster securely on to her back, and give it an aerial pick-a-back to a place of safety.

The mopoke, which lives in the bush, has a distinctive cry which is rendered phonetically as "oom, oom," and is repeated about twenty times. It can be mimicked fairly accurately by closing the mouth and making a grunting noise through the nose. It is not a pretty sound, but to those travelling alone through the bush at night, it is said to have an oddly consoling and friendly quality.

**UNITED STATES RESEARCH AIRCRAFT ON PARADE : In the centre of this speedy-looking group of jet and rocket-powered aircraft is the Douglas X-3. Reading from left to right around the X-3 are : The Bell X-1A, rocket-powered aircraft ; the Douglas D-558-1, Skystreak ; the delta-winged Convair XF-92A ; the Bell X-5 ; the Douglas D-558-2 Skyrocket ; and the twin-jet Northrop X-4.**

# AIRCRAFT in the NEWS

*Some New and Unusual Aircraft from Three Countries*

Paradoxically enough, the most vicious and speedy-looking aircraft in the group illustrated on the left is also one of the slowest. The Douglas X-3, seen in the centre, chugs through the air at a mere 600 m.p.h., although it has been designed for greater speeds. It is, at present, fitted with twin jet engines, but later it is planned to replace these with rocket motors, when the aircraft will be more likely to reach its designed speed of 2,000 m.p.h.

The Bell X-1A in the left foreground is the aircraft which has attained the greatest speed up to date. Last December it reached an approximate velocity of 1,600 m.p.h. after being carried up to a height of 32,000 ft. in a B-29 bomber. The Douglas Skystreak, next to the Bell X-1A, is, with the Douglas Skyrocket (standing opposite it), engaged in research work for the National Advisory Committee of Aeronautics. The Skystreak, which is jet-powered, broke the world speed record twice in one week during 1947, while the rocket-powered Skyrocket has flown at well over 1,000 m.p.h. and has reached an altitude of nearly 80,000 ft.

Of the other three aircraft, the Bell X-5 is being used in much the same way as the British SB5—to gain information about changing the degree of sweep back of the wings. The Convair XF-92A is at present engaged in research work on delta wings for the N.A.C.A., and the Northrop X-4, seen in the right foreground, is a swept-wing twin jet aircraft which has no tail-plane.

**ONE OF RUSSIA'S LATEST HEAVY BOMBERS : This photograph of the IL 38, designed by Sergei Ilyushin, was smuggled out of Soviet territory, together with the picture of the TU 200.** The information, which came with the pictures from behind the Iron Curtain, states that the IL 38 is powered by four turbo-prop engines giving a speed of 480 m.p.h. and a range of 3,000 miles. The IL 38 is of swept-wing design and its layout shows that Soviet designers are still clinging to the theory that it is better to have slower bombers, well supplied with power-operated gun turrets, than to have a bomber which relies mainly on a greater turn of speed for defence. A large number of the two Soviet bombers seen on this page are said to be stationed in the Northern Russian provinces, just across the ice-cap from the American continent.

**THE TU 200 SIX-ENGINED BOMBER : This aircraft, which in some respects resembles the United States B-36, is known colloquially in Russia as the "Amerika." It was designed by Andrei Tupolev, who was responsible for adapting the Flying Fortress to Russian needs.**

*On right—*

**THE FLECHAIR ON THE GROUND : The aircraft is of wooden construction and will be used for experimental purposes to gain information about the handling qualities of a lightweight delta-winged aircraft.**

**THE SECOND FRENCH DELTA-WINGED AIRCRAFT TAKES TO THE AIR : The PA 49 Flechair seen during its first official flight, which took place recently. The Flechair, which has been designed as a private venture by M. R. Payen, made its maiden flight in January, only a few days after the first French delta aircraft, the S.F.E.C.M.A.S. 1402. During its ten-minute maiden flight, the Flechair, which is powered by a Turbomecas Palas engine, reached a height of 1,000 ft. The top speed is 250 m.p.h. and the span is 16 ft. 11 ins.**

*The Sphere of Travel*

# Through Europe by Coach and Bus

*Suggestions for a Travelling Holiday in Countries where Long-Distance Bus Trips are Available*

By GORDON COOPER

"THE great affair is to move," wrote R. L. Stevenson in *Travels with a Donkey*, and there are many people who much prefer to get around a foreign land when on holiday rather than to stay for any length of time at one or two centres. They want to see a variety of places, usually within a limited period of time and at reasonable cost. Of the various modes of transportation by which this kind of travelling holiday can be effected, I propose to deal in this article with certain interesting journeys which can be made by regular motor-coach (or motor-bus) services. At the present time there is a network of these services in most Western European countries, but it is not always easy to get information about them before leaving home, and lacking this knowledge you may well make other prior plans which are not easily changed when you do arrive in any country and find that something more attractive is available there.

Two of the chief advantages in planning your own bus tour are that you are usually able to adjust your itinerary to your own wishes, such as making stop-overs at any special places which attract you and then continuing on by later services, and the important factor that you have as fellow-passengers people of other countries, and not simply your own compatriots. I think, too, that the true traveller will get lots of fun out of the preparatory planning, which is hardly the case when you go on an organised coach tour, where everything is arranged for you in advance by someone else and you must adhere to a fixed programme.

Starting with Norway, which is a splendid country for the bus enthusiast, there are two outstanding road journeys that can be made. One twice-weekly service (June 19 to August 10 only) runs from Bodö—connecting also with a bus that brings passengers from the train terminus at Lonsdal—to Hammerfest, where a steamer is waiting to take passengers to the North Cape, with a shore excursion to the North Cape mountain plateau, from which the midnight sun should be seen. The return journey to Bodö is made by steamer. The round trip takes eight days and it can be made either northwards by bus, southwards by steamer, or northwards by steamer and southwards by bus.

The second service is the "Express Service" along the Arctic Highway, and it links Lonsdal with Kirkenes, close to the Russian frontier—a distance of 900 miles, which is covered in four days. The cost of a one-way trip is only £10, plus, of course, charges for meals and hotel accommodation. Hotel rooms, incidentally, are definitely ensured for all passengers. The return trip can be made either by steamer or air service, and the whole round journey is a wonderful experience.

Tickets for both these motor-coach journeys can be obtained from your travel agent, also for a variety of other interesting long-distance road services. It is, indeed, well worth studying the matter in planning a Norwegian holiday, and if you cannot get sufficient information locally, then I suggest you get in touch with the Norwegian State Railways Travel Bureau, 20, Cockspur Street, London, S.W.1.

In Sweden there are also many long-distance bus trips available. You can, for instance, in one day travel between Malmö and Oslo, between Malmö and Kalmar, and between Hälsingborg and Kalmar. There is an express bus service between Göteborg and Stockholm, another between Malmö and the capital, both being effected in one day. Then the Swedish State Railways offer a number of motor-coach tours in various parts of the country, including three north of the Arctic Circle and taking you into Norway and Finland. The Swedish Travel Bureau (22, Coventry Street, London, W.1) can supply brochures, answer queries and supply tickets.

While on the subject of Sweden, I must make mention of the well-known Linjebuss Company, whose luxury motor-coaches are to be seen in many parts of Europe, including Sweden, of course. You can make a round tour by means of them, but it is also possible to book between the intermediate halts, provided you cross a frontier during your journey. It is well worth while inquiring about their various regular services from your travel agent or from the general agents in Great Britain: A. Johnson and Co., Ltd., Africa House, Kingsway, London, W.C.2.

Another international company is Europabus, which is operated by the European Railways, and which to a certain extent runs on identical and parallel routes with Linjebuss. Europabus fares, however, are for transport only, although hotels and meals can, if desired, be booked, while in the case of Linjebuss, fares are inclusive of any necessary accommodation and meals. In some cases both companies operate services in conjunction with the same associated service. For example, in the case of the Paris–Barcelona service, the buses are operated by Transcar. There is also a fairly leisurely Europabus service between Paris and Casablanca, but only the portion between Bordeaux and Algeciras is covered by motor-coach, the rest being by train.

In France the most important long-distance bus service is that which links Paris and Nice. There are two different routes, one via the Rhône Valley, the other by the Route des Alpes, thus permitting variation if you wish to make the return trip. There are also two different services: Europabus and Phoceen. The latter is the cheaper, but is not as comfortable as the former. The French Railways run a number of motor-coach tours and services—far too many, however, to detail here. They include a circuit of Corsica, and a journey between Bayonne and Carcassonne, alongside the Pyrenees. The *Indicateur Tourisme*, published by Chaix, should be consulted, and if your travel agent has not a copy, then write to French Transport Service Limited, 180, Piccadilly, London, W.1. A specialist firm dealing with French travel is General Tours, 25, Park Lane, London, W.1.

In Spain A.T.E.S.A. run a number of circuits covering the interesting tourist districts, but the prices charged are rather high for the currency-restricted Briton and their appeal is mainly aimed to attract American visitors. More reasonable by far are the motor-coach lines which operate between the important cities and towns: Seville-Algeciras, Algeciras-Malaga, Granada-Cordoba, for instance. There are also regular summer services between San Sebastian and Oviedo (one day), and a new line linking Barcelona to the Costa Brava, as far as Palafrugell. Some coaches in Spain are "one class"; others first and second, and occasionally a third (front to back rows). It is not easy to get information and make bookings in Britain for the local Spanish services, and the only firm undertaking this business (to my knowledge) is "Quo Vadis" Tours (203, Regent Street, London, W.1.). They are also specialists for bus travel in Italy, Portugal and Greece.

People are sometimes surprised when I tell them that the Portuguese bus services are among the finest in Europe. You can, for instance, travel between Lisbon and Oporto in one day, passing through such interesting towns as Nazaré, Alcobaça, Batalha and Coimbra, in any of which you can make stop-overs. Then there is a daily bus service south of the Tagus between Lisbon (Barreiro) and Portimão, whence you can continue on the same day to other places on the Algarve coast.

I now bring you to Italy, the finest of all countries for bus travel and which offers an unexcelled variety of tours and services. The four leading companies are C.I.A.T., who offer planned circuits in the main tourist areas; S.A.D., which covers the Dolomites; S.A.T.I., for journeys along the Italian Riviera, from the French frontier to Florence; and S.I.T.A., which embraces most of Italy, including Sardinia. The new C.I.A.T. coaches are probably the most luxurious in Europe, being complete with bar and toilet. The fares on all lines are reasonable, and I can think of no better way of seeing this fascinating land. On most of the long-distance services short halts are made at places of interest to allow passengers to do some brief sightseeing. Altogether you can plan out for yourself just the kind of tour you want and with complete freedom of action.

A different and pleasant way of reaching Austria is provided by comfortable coach transport without night travel, which is operated by Continental Road Services Limited, 143, New Bond Street, London, W.1. The journey takes three-and-a-half days (from London) to Salzburg, three days to Innsbruck, and two-and-a-half days to Feldkirch. From Landeck, Innsbruck and Salzburg there are coach connections to the Italian Dolomites, the Bavarian Alps, and beyond. This same company operates a similar weekly summer service between London and Barcelona, taking you through some delightful parts of France and along the Costa Brava. The complete trip occupies four days.

Recently I spent a delightful week visiting the various valleys of the Valais canton in Switzerland, making the interesting old town of Sion my headquarters. The Swiss Post Office operate similar coach services throughout the country, and they offer an excellent means of exploring off-the-beaten track spots. You can get full information from the Swiss National Tourist Office, 458, Strand, London, W.C.2.

The three most interesting long-distance bus journeys in Germany are (i) the Black Forest Mail Route from Karlsruhe (or Baden-Baden) to Freiburg, and then on to Constance; (ii) the German Alpine Post from Lindau, through the Allgäu and Bavarian Alps to Berchtesgaden; and (iii) the "Romantic Road" service between Würzburg and Füssen, in the Allgäu Alps, calling at Rothenburg, Dinkelsbühl and Augsburg. These three services could be linked together in whole or in part to form an excellent circuit tour. Tickets and further information can be obtained from Germania Travel Limited, 5, New Quebec Street, London, W.1.

Greece is now interesting tourists. Apart from the many local bus services, there are two motor-coach circuits, both starting and ending at Athens. The "Classical Tour" takes four days, visiting all the most outstanding places on the mainland; and a short two-day tour covers a shorter range from the capital. The inclusive prices are most reasonable, and tickets can be obtained from "Quo Vadis" Tours.

Morocco is not in Europe, but as I have just returned from a 1,500-mile bus tour in that fascinating land, I can recommend such a journey. I visited the length of the sea coast, the four great imperial cities, and the haunting and scenic oases of South Morocco. I found conditions perfectly peaceful, and my total expenditure on transportation came to under £10. The necessary tickets and further information about accommodation can be obtained from Back's Travel Service, 56, Coram Street, London, W.C.1.

**THE VIEW IN THE AUSTRIAN TYROL FROM A SEAT OF A MOTOR-COACH: In his article Gordon Cooper says that one of the advantages in planning your own bus tour is that you are usually able to adjust your itinerary to your own wishes, such as making stops at any special places which attract you and then continuing by a later service.**

**THE SEAPORT AND RESORT OF RAPALLO, ON THE ITALIAN RIVIERA: A big Italian company organises bus tours along the Riviera, from the French frontier to Florence.**

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# CORIOLANUS, CASTANETS, and CORNELIA

*And a Broadway Success for a Young British Star*

*On left—*

**DOUBTS ABOUT A DICTATOR: Richard Burton reasons with the tribunes of the plebs in a scene from *Coriolanus* at the Old Vic.** *Coriolanus* is the latest addition to the Old Vic's repertory and one more step towards their goal of presenting all of Shakespeare's plays within the next few seasons. Richard Burton gives a fine performance as the arrogant yet undoubtedly noble general. The only flaw is that Burton has too much charm and not enough harshness to bring the exact quality to Coriolanus's sardonic contempt for the Roman masses. Laurence Hardy and Edgar Wreford present the suspicious and frightened tribunes in the traditional manner as comic dotards. Good performances come from Fay Compton as Volumnia, William Squire as Menenius, and, though the part makes no great demands on her, from Claire Bloom as Virgilia, wife of Coriolanus.

**SPANISH BALLET RETURNS: The great Spanish dancer Antonio and his new principal, Rosita Segovia, pictured at a rehearsal for their season of ballet at the Stoll Theatre.** Antonio is said to be the greatest living master of zapateado, the brand of tap-dancing which the Spanish have developed into an art that takes years to learn. From out of those specially-built high-heeled boots Antonio can beat a music that is full-blooded and intensely exciting.

**CONTROLLED ABANDON:** The opening of the season of Spanish dances was greeted with great enthusiasm. *Above*, Rosita Segovia dances a solo, while *on left* she joins Antonio in a lusty duet.

*On left—*

**ONE-WOMAN SHOW: The American authoress and actress Cornelia Otis Skinner in one of her programme of solo sketches, *Paris '90*, at the St. Martin's Theatre.** Seen here as a wet-nurse, Miss Otis Skinner presents thirteen women in a series of character sketches written by herself, the linking idea being to present Paris of the '90's partly through the eyes of Toulouse-Lautrec and partly through the eyes of his contemporaries. One of her impersonations is of La Goulue, Toulouse-Lautrec's famous model.

*On right—*

**ANOTHER NEW YORK TRIUMPH: Audrey Hepburn seen backstage with her co-star Mel Ferrer after a triumphant opening in Jean Giraudoux's romance *Ondine* at New York's Forty-Sixth Street Theatre.** Twenty-four-year-old British actress Audrey Hepburn, who has yet to be seen in an important role on the London stage, seems to have repeated the great success she scored on Broadway in *Gigi*. Brooks Atkinson, the critic of the *New York Times*, described her performance as a water-sprite who loves a human as "a pulsing performance that is all grace and enchantment, disciplined by an instinct for the realities of the stage."

*The World of Books*—By VERNON FANE

# WATCH-DOG of the CONSTITUTION

*In "Mr. Balfour's Poodle," Roy Jenkins Recalls One of the Most Bitter and Hardly-fought Constitutional Crises in English History*

LLOYD GEORGE, an indisputably great orator, once said: "The House of Lords is not the watch-dog of the Constitution; it is Mr. Balfour's poodle." And it was a poodle, in that case, who made life extremely uncomfortable for the Liberal Government of Mr. Asquith in 1906. Mr. Roy Jenkins has written an account of the struggle between that Government and the House of Lords, a struggle which lasted for five years and, in its most acute form, for two, through two General Elections, the death of one King and the Coronation of another. It ended in August 1911, in some of the hottest weather this country has ever known, when the Lords accepted the Parliament Bill with the small majority of seventeen, and one of the most bitter and hardly-fought constitutional crises in English history was over.

MR. BALFOUR'S POODLE (Heinemann. 21s.) tells of these prolonged parliamentary battles, and the author has documented his work admirably, but the book has an equal merit in the evocation of character and atmosphere, the feelings that were more than strained and that burst out in open verbal warfare, the meetings of shadow Cabinets, and the incessant notes and correspondence. To-day's exchanges seem insipid beside the violence of more than forty years ago, or beside such notes as that passed down from the Ladies' Gallery by Mrs. Asquith to Sir Edward Grey during a passionate and stormy debate: "They will listen to you, so for God's sake defend him from the cats and the cads!"

Politics as much as poetry occupied the life of Alphonse de Lamartine, who was born in the shadow of the French Revolution and lived to become, in 1848, the virtual dictator of France and the creator of a second Republic, which Louis Napoleon's *coup d'état* transformed into an Empire. In her new book, however, Mrs. Laura M. Ragg sees the statesman's career through the eyes of his mother, his English wife, and his favourite niece, and THE LAMARTINE LADIES (Macdonald. 16s.) gives a more domestic, but no less impressive, picture of the family circumstances in which he wrote and worked. Mrs. Ragg has assembled her facts with care and order, so that the reader gets the cumulative effect of Lamartine's extraordinary career, and at the same time the changing pattern of his family life, in which not even constancy or devotion could avert the tragic deaths of their children. Lamartine, who thought that the best interests of France lay in a continued alliance with England, was a great but too often a forgotten figure, and Mrs. Ragg's extremely readable and balanced work should help to make his name and his philosophy more familiar.

Jeanne-Antoinette Poisson was always a charming child, and when she grew up she was to eclipse even greater beauties by her grace and the sparkling brightness of her eyes. She was also to become the Marquise de Pompadour, most loved of Louis XV's mistresses, and "*sincère et tendre Pompadour*" to Voltaire. In MADAME DE POMPADOUR (Hamish Hamilton. 15s.), Miss Nancy Mitford's study of her must certainly rank as one of that author's two best books, and it is also a proof of her scope and the very civilised diversity of her interests. Historical narrative, I don't need to tell you, is something new for Miss Mitford, and she comes to it with all the freshness and attack of a true Hon. and with an only slightly more sober style. The result is a delight, and a book to recommend to your friends—even if you don't want to lend your own copy.

From the graces and scandals and, again, politics of Versailles to the present day, and the story of a man who has had more than enough of politics, whether via Westminster or his own office. Mr. J. B. Priestley's new novel has for its hero an intelligent, middle-aged man who has been jockeyed out of position as the head of a big manufacturing concern by just the sort of office politics which he despises. He decides to cut loose from business altogether, and having done that he finds himself wealthy certainly, but alone (his wife has died and he has no family), and with no interest in life. To him appear three magicians, Wayland, Perperek and Marot, having the outward appearances respectively of an Englishman who might have spent some time in the East, a Bulgarian trader, and a Frenchman. They take him in charge, revolutionising his conventional concept of time, which they call "tick-tock" time, and finally convincing him of the possibilities of hope and delight in "time alive."

As a story, THE MAGICIANS (Heinemann. 12s. 6d.), is a kind of magical adventure; as a literary work, it has those qualities in Mr. Priestley's writing, imagination, humour, warmth of heart, that are a kind of magic, too.

**JANE AUSTEN'S HOME IN THE NEWS: The cottage at Chawton, near Alton, Hampshire, where Jane Austen lived for many years and wrote and revised several of her novels, stands close to the Chawton Estate, which is to be sold by Major Edward Knight.** His family have owned the estate, comprising some 2,150 acres, four farms and the sixteenth-century manor-house, for four centuries. It was inherited by Jane Austen's brother, Edward, who took the name of Knight on acquiring the property. Most of the village of Chawton was sold in 1951 to meet taxation. The cottage was taken over a few years ago by the Jane Austen Society and adapted for use as the Jane Austen Museum.

THE HARROWING OF HUBERTUS (Secker and Warburg. 15s.) continues Mr. Edgar Mittelholzer's series of novels on the early colonial life in the West Indies. The story opens in 1763, and its chief protagonist is a planter of Dutch and Indian blood, the father of a brood of children, legitimate and illegitimate, a slave-owner and, by his own canons, a religious man. His harrowing, in fact, comes from the conflict between his own concept of the God-fearing Christian and his physical nature, which is capable of wildness. The background of this novel, with its tropical heat and lushness, and the behaviour of the people of the island, settlers and slaves, is extraordinarily well done in Mr. Mittelholzer's characteristic, intense style, and so is the prevailing atmosphere of smouldering rebellion and prayer meetings unsuccessfully competing with passionate impulses. Not altogether a likeable book, but one with a real impact.

We are told that Hall-Hunter is the pseudonym of a writer who is known for his stories of wild life and who is a noted big-game hunter. BENGAL TIGER (Robert Hale. 10s. 6d.) is his novel of India at the time of the Mutiny, and of a young man, son of an American mother and a slightly incredible English baronet, who goes out there to find an amusing way of spending £3,000 a year. Where romance raises its head in this story, it is rather a sickly bloom, but where the book is concerned with adventure in general and tiger hunts in particular, the writer expresses himself with more ease and less hyperbole.

Venice and Ireland in the eighteenth century are the scenes of Miss Magdalen King-Hall's novel, THE VENETIAN BRIDE (Peter Davies. 12s. 6d.), an agreeable, frankly romantic story of an Irish nobleman who takes his Italian wife back to his remote home on the coast of Western Ireland. There they settle down unhappily to play out a series of misunderstandings until the week of the great gale which destroys the house, leaves it buried under a waste of sand and, paradoxically, gives the couple their happy ending. It appears that a like fate did, in fact, befall a house on the west coast of Scotland in 1694, and the situation certainly provides the book's highest note of drama.

THUNDER ON ST. PAUL'S DAY (Robert Hale. 10s. 6d.) is one of Miss Jane Lane's excellent historical reconstructions, the story of Titus Oates and the Popish Plot as seen by the boy in Lord Shaftesbury's service, who was to drive the first wedge into the whole erection of falsehoods. As always, Miss Lane's flair for contemporary speech and detail seems acute and, as far as the layman can judge, authentic. She writes without affectation and with a feeling for the period.

Mr. Paul I. Wellman writes of Indians and Texas Rangers in the 1840's, and more specifically of a strange group of nomadic people, Mexicans, Americans and other nationalities, who traded in cattle and horses with the Comanche Indians and spurred them on in their raids on the sparsely settled Texas frontier. THE COMANCHEROS (Werner Laurie. 10s. 6d.) reads a little like a highly-coloured outline for a prospective film (and I should say it would make a pretty fair one), but it has real excitement in its way, and there is no doubt that the author, who is a Westerner himself and now a cattle rancher in Southern Oregon, has a real feeling for the country he describes.

Mr. Jay Williams, who wrote THE ROGUE FROM PADUA (Macdonald. 12s. 6d.), a swashbuckling tale of Germany in 1525, is evidently one of those praiseworthy authors who believe in cutting the cackle and getting to the 'osses. He establishes his principal character in the first two lines of his story, and, in the second paragraph, sends him not only into action, but into the thick of the plot. I enjoyed this fast-moving tale, with its sidelights on the Peasant's Revolt and the Reformation, and its headlights, as it were, on the lively skulduggery of its knave-hero.

Two of this week's books are reprints of earlier works, and of these certainly the most important is THE CUSTOM OF THE COUNTRY (John Lehmann. 12s. 6d.), by the late Edith Wharton, who was an important figure in American letters, and who remains a very fine story-teller indeed. This novel is a social satire, and its beautiful, humorless, grasping heroine a real creation. I found it absorbing. PIGS AND PEPPER (Verschoyle. 9s. 6d.) was first published before the war, and is a lively and entertaining story about an amorous British Vice-Consul in a Balkan State. Mr. David Footman knows, and knew, his Balkans, and there is some first-rate reporting to be found in these pages.

# "ROSINANTE'S" CRUISE

*A Small Boat Adventure in the Best Tradition*

Long before Weston Martyr wrote the "£200 Millionaire," escapist books about sailing in small boats to the romantic places of the earth aroused popular interest, and they still do so. Tom Crichton, who clearly has the Weston Martyr touch, has written one of the best of them all in SAILBOAT TRAMP (Robert Hale. 16s.), the story of a 4,000-mile cruise from Sweden to the Near East, via Copenhagen, the Kiel Canal, the canals of Holland and Belgium, the North French coast, the Seine, the Rhone and the Western Mediterranean to the Isles of Greece and the shores of Lebanon and Israel.

Tom Crichton, an American civilian internee in Japanese hands in the war, dreamed up this cruise during his long incarceration. He started out upon the adventure despite the fact that he did not know which way up a sail should go, and he learnt while he sailed, often in the most treacherous waters, probably making as many mistakes in a short time as any sailing man before him. But he stuck to the job manfully, and enjoyed himself hugely. Even though he had little or no money and a great deal of bad luck, Mr. Crichton kept his sturdy 25 ft. Kosterboat, *Rosinante*, cruising steadily south towards the sunshine. In the Seine he lived among the bargees who towed him upstream, and he learnt to admire their way of life. Along the Canal de la Marne à la Saône he encountered a fascinating region of France that few except Frenchmen know anything about, and on old man Rhone he coursed down to the sea at the giddy rate of 100 miles per day. Once in the Mediterranean life took on a rosier hue, but towards the finish of his hitherto well-sustained narrative, Mr. Crichton seems to lose interest. He is rather too anxious to speed us to the end, to the moment when he resumes contact with the workaday world; but by then he has done a grand job; he has given us twenty-four chapters of pure delight in what must surely be a near-classic of the sea.

Kathleen Dickenson Mellen, who has done much to co-ordinate the world's knowledge of Hawaiian history, helping to focus the conflicting viewpoints of scholars, traders, sailing men and missionaries, who each saw the islands in a very individual light, has now written a sequel to her biography *The Lonely Warrior*. The first volume told the story of Kamehameha the Great, the famed Hawaiian King who died in 1819. In HAWAIIAN MAJESTY (Andrew Melrose. 16s.) she presents the no less fascinating life of Kaahumanu, Kamehameha's favourite wife. The period covered is only thirteen years, but it was a time fraught with danger and staggering problems as the outside world pressed in upon the islands. How the Queen revolutionised Hawaiian customs overnight, defied her ferocious warriors, fought the missionaries and the white traders who came to disturb her island paradise, and, finally, came to end her days as an active Christian, provides a truly heroic theme. When the Queen died the missionaries ruled that there should be "no rending of the air with heathen wailing, no libidinous and revolting customs of a pagan state," and they buried Queen Kaahumanu in "a foreign casket and a foreign tomb." Her own broken-hearted people took the body away in the dead of night, sailing it out to sea in one of the great Hawaiian war canoes, and this the author makes the deeply dramatic finale to a most scholarly book.

The traditional photograph of the big-game hunter standing gun in hand with one foot placed upon the prostrate form of his victim has found a modern expression in pictures of the aerial pioneers of aviation standing beside their wrecked aircraft. That they stood thus with a certain sense of pride is understandable enough; they knew where their swift pioneering was leading. One of those pioneers was Commander F. Warren Merriam, and his autobiography, FIRST THROUGH THE CLOUDS (Batsford. 21s.), needless to say, has its full share of the aforementioned photographs. Commander Merriam taught many of the pilots of the First World War to fly, and one of them, Air Chief Marshal Sir Philip Joubert, bears witness to Commander Merriam's qualities in a foreword to this historically important book.

A book about Russia written from the United States must be suspect from the start, so great is the range of rampant McCarthyism, but in writing his new volume THE DYNAMICS OF SOVIET SOCIETY (Secker and Warburg. 18s.), it is very evident that Professor W. W. Rostow has approached his task solely as a social scientist bent on analysing the various parts of a moving society. He has had the assistance in this work of the Center of International Studies of the Massachusetts Institute of Technology. The Center is devoted to examining problems of action confronting the United States. Professor Rostow's book is rather heavy going for general reading. The most interesting chapter is entitled "Post-Stalin," and clearly reflects the view that Stalin has not yet found a true successor.

In THREE SINGLES TO ADVENTURE (Rupert Hart Davis. 15s.) Gerald Durrell describes his vocation, which is to search the less accessible parts of the world where the less familiar kinds of animal for the zoos of Europe are found. In this volume his travels take him to the hinterland of British Guiana, where he pursues his exciting quest.

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# MARCH

## HOTELS AND HYPERBOLE

Provident people plan their summer holidays well in advance and in this they are assisted—up to a point—by the idylls in the brochures of the travel agencies. The language in which these are composed can only be described as rhapsodic ; but one formula used to occur which always had a slightly equivocal ring. *Comfort anglais* sounds on the face of it like a contradiction in terms ; for the English, with their absurd licensing laws, their draughts and their defeatist cooking are widely believed to have a genius for making themselves uncomfortable. Yet by continental hoteliers the phrase was not used ironically ; it signified their readiness to provide what we picturesquely call a "cooked breakfast" and also the eccentric repast known to them as *le five-o'clock*. *Comfort anglais* seldom appears among the hotelier's blandishments now. Nevertheless, the British still travel and, as the year advances reluctantly into spring, many of us immerse ourselves hopefully in the business of planning a summer excursion to the Continent. And, as we pore over the brightly-coloured pamphlets, we cannot help wondering how illusory are the amenities offered by the various caravanserais. Will the *terrace agréable* be a spacious pleasaunce commanding unrivalled views or is it merely a bit of the pavement with an awning stretched over it? We shall not find out till we get there ; and often this is just as well.

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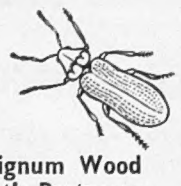

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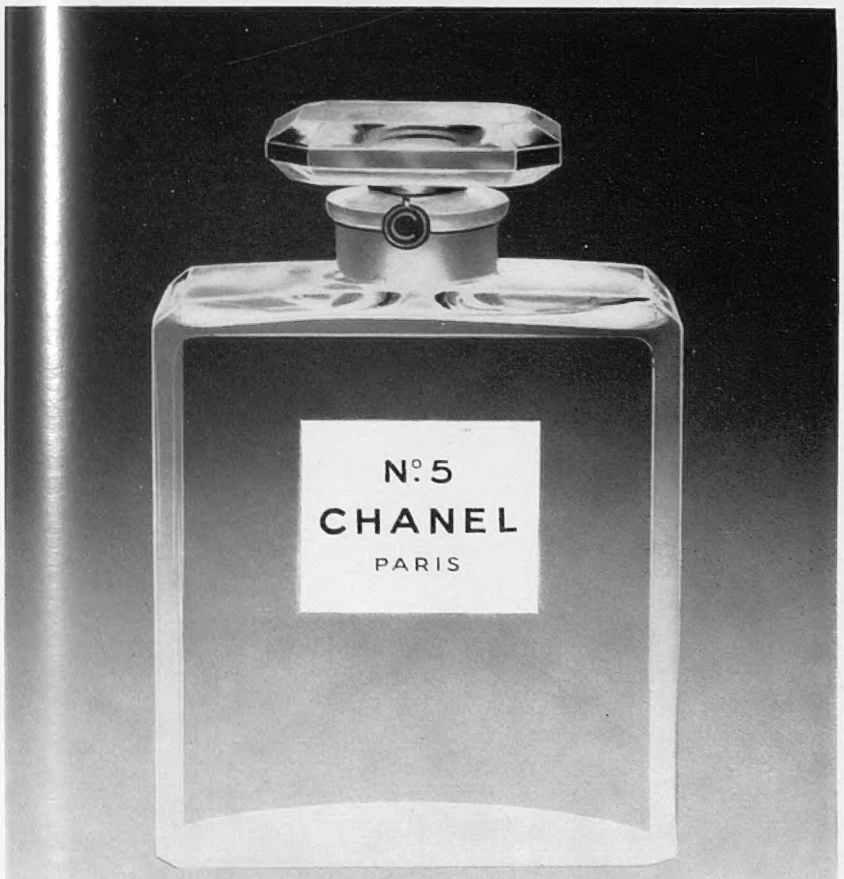


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